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TOPICS - OF - THE - DAY
(This title registered in U. S. Patent Office)

FIRST RETURNS IN "THE DIGEST'S" ELECTION POLL

THE FIRST FEW RIPPLES, a scattering 25,000 ballots, from the coming nation-wide flood of votes in THE DIGEST'S 15,000,000 Presidential poll, come at a time when the country is a political Babel of claims and counterclaims.

"To-day our movement is even with the candidacy of Coolidge, and is growing steadily," confidently announces Senator La Follette. "As things stand to-day we have an absolutely even break to win." His claim seems to receive some backing from "a nation-wide secret Presidential poll taken by the Hearst newspapers." This poll, on September 11, gave La Follette 36,443 votes, Coolidge 34,078, and Davis 15,738.

Mr. Davis is almost ignored by the Wisconsin Senator, but the Democratic National Chairman, Clem L. Shaver, announces, in an optimistic review of the situation, that, without counting a single doubtful State, "Davis has 204 sure votes in the electoral tally." These, adds Mr. Shaver, are in "the safely Democratic States of the South, and the States universally conceded as Democratic in the border and North. He has to get only 62 more votes out of the big group of doubtful States."

International Newsreel photograph

RECENT PHOTOGRAPH OF THE NEXT VICE-PRESIDENT

One of these two "Charleys" is a sure winner in the Fall election, with "Charley" Dawes, on the left, a slight favorite in the betting, and "Charley" Bryan, on the right, spoken of as a Presidential possibility in case there is a deadlock in the Electoral College. Mr. Wheeler, of La Follette and Wheeler, may, of course, upset all these calculations by taking the Vice-Presidency himself.

Chairman Butler of the Republican National Committee replies to both these claims by predicting that Mr. Coolidge will equal the Harding electoral vote of 1920, when 404 were recorded in the Republican column. "And unless my computations are wrong," added Mr. Butler, "only 266 are required to elect."

While THE DIGEST'S poll, thus far, shows returns from only five States, and only the barest beginnings of a representative return from them, a few inferences as to the way in which the political winds are blowing may be drawn from these early straws. The first returns from California, for instance, show almost as many votes for La Follette as for Coolidge, the ballots standing Coolidge 1,624, La Follette 1,561, and Davis 233. The table across the top of the next page shows, in detail, the distribution of the ballots thus far received from California, Illinois, New York, Ohio, and Pennsylvania. This small table will be replaced by a much larger tabulation, covering most of the States, in next week's issue of THE DIGEST. In the meantime, referring to the section of the table which shows how the same voters voted in the last election, it will be seen that, in California, 2,112 of those who marked the current DIGEST ballot voted Republican in 1920, while 539 voted Democratic, and 57 voted the Socialist ticket. There would appear to be an indication here that, in California at least, both the Republicans and Democrats are losing heavily to the Progressive candidate, with the Republicans, as the party which polled the largest number of votes in the last election, the most serious losers.

Coolidge appears, from these earliest returns, to be much stronger in Illinois, altho here, also, a comparison of the votes cast by these same voters in 1920 would seem to indicate a fall from the large total rolled up by Mr. Harding four years ago. In Ohio, these first votes may be thought to suggest that Mr. Coolidge is far stronger to-day than his predecessor was in 1920. Pennsylvania, also, would seem to be as firmly, or more firmly, planted in the Republican column. It must be remembered, of course, that the present tabulation of ballots represents the merest smattering of a return. In Pennsylvania, for instance, nearly a million ballots are being distributed, a figure which may be compared with the present early return of less than 4,000 votes from that State. The total votes here shown, also, with 16,071 for Coolidge, 3,792 for Davis, and 5,596 for La Follette, must be accepted with the additional proviso

THE LITERARY DIGEST 1924 PRESIDENTIAL POLL

Votes received up to and including September 10, 1924

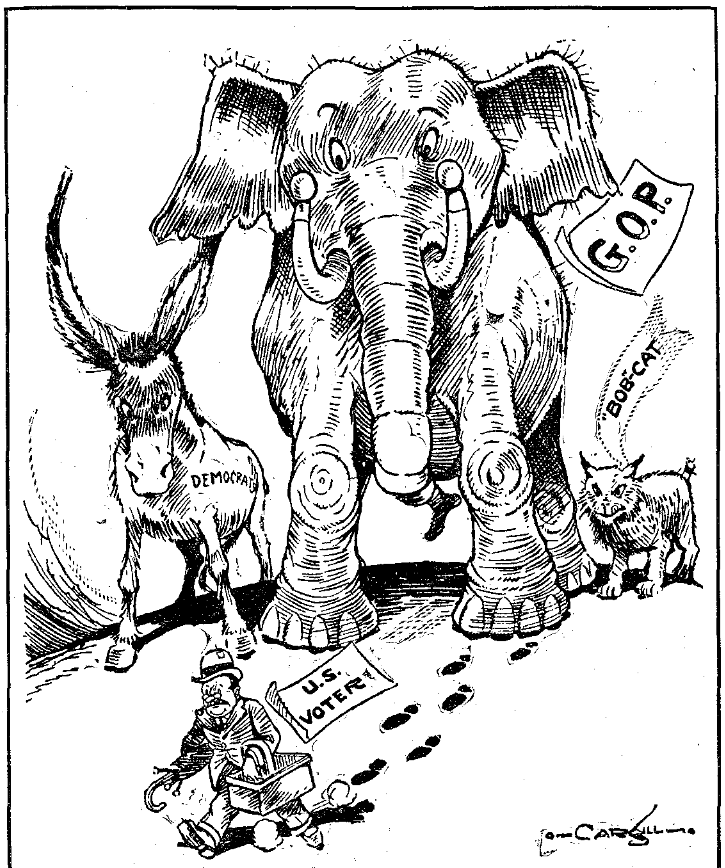
	1924 VOTE									HOW THE SAME VOTERS VOTED IN 1920						
	COOLIDGE	DAVIS	LA FOLLETTE	FARIS	FOSTER	NATIONS	WALLACE	JOHNS	TOTAL FOR STATE	REP.	DEM.	SOC.	*FARM* LABOR	PROH.	*DID NOT* VOTE	TOTAL
1 California.......	1,624	233	1,561	2	7	12	1	15	3,455	2,112	539	57	1	8	738	3,455
2 Illinois..........	7,916	1,842	2,498	6	16	80	12	11	12,381	7,904	2,025	42	17	21	2,372	12,381
3 New York.......	711	135	209	1	6	2	—	2	1,066	699	185	7	1	4	170	1,066
4 Ohio............	3,401	962	756	2	7	62	1	3	5,194	3,038	1,068	18	1	3	1,066	5,194
5 Pennsylvania.....	2,419	620	572	1	3	42	2	11	3,670	2,360	546	23	1	20	720	3,670
TOTAL VOTES......	16,071	3,792	5,596	12	39	198	16	42	25,766	16,113	4,363	147	21	56	5,066	25,766

TOTAL VOTES ALL CANDIDATES UP TO AND INCLUDING SEPTEMBER 10, 1924......25,766

that sections of Democratic strength are not represented in the five States that had had time to send in returns before this issue of THE DIGEST went to press. The poll, as it progresses, predict a number of editors, will, in the words of the New Haven *Journal-Courier*, "throw a light on political conditions which will aid the voter in determining his duty at the official poll." The editor of this New Haven daily adds:

> "In a campaign as perplexing as this one such an aid to an understanding of popular feeling should be taken seriously by those who are invited to vote. As we have already intimated, it is the fact that this poll is being conducted by THE LITERARY DIGEST that attracts our attention and provokes our confidence."

There is a question in a good many minds as to whether the election is really receiving the interest it deserves. "Apparently several things interest this nation more than choosing the President for the next four years," observes Arthur Brisbane, in one of his recent syndicated columns of editorial comment. "If you announced that the six Presidential and Vice-Presidential candidates would all speak on 'Whither Are We Drifting?' in Madison Square Garden on one night," observes Mr. Brisbane further, "and the Prince of Wales would whistle 'God Save the King,' in the Hippodrome on the same night, you wouldn't be able to get within four blocks of the Hippodrome. You might get a seat in the Garden."



STALKED BY BIG GAME

—Cargill in the South Bend *Tribune*.

The present election situation is especially serious, such Washington correspondents as David Lawrence and Mark Sullivan are warning the country, because of the chance of a deadlock. Our complicated machinery for choosing a President may result in confusion, we are told, in case none of the few candidates receives a clear majority in the Electoral College. The situation is further complicated by such electoral college anomalies as the fact that Georgia, with a popular vote of 154,049 in the last election, has fourteen electoral votes, while New Jersey, with 908,638, has precisely the same number. Thus the Northern State may be balanced in the electoral college by a Southern State with about one-sixth as many voting citizens.

Both the Coolidge and Davis supporters, reports David Lawrence in a dispatch to the Atlanta *Journal*, are using the threat of a deadlock as a vote-gathering argument. THE DIGEST'S poll should give, within the next few weeks, a clear indication as to whether a deadlock really threatens. In the meantime, it is interesting to observe that Senator Fess of Ohio (Rep.), in the course of an analysis of the electoral vote situation which has attracted wide attention, foreshadows the possibility that Gov. Charles W. Bryan of Nebraska, Democratic candidate for Vice-President, may become President in case Coolidge is not elected. His statement is published by the New York *Times* (Ind. Dem.) with the remark that "barring an occasional partizan point of view, Mr. Fess gives valuable data on the situation." The Republican Senator argues:

"We can be morally certain that the following electoral votes will go to Coolidge:

"California, 13; Colorado, 6; Connecticut, 7; Illinois, 29; Iowa, 13; Kansas, 10; Maine, 6; Massachusetts, 18; Michigan, 15; New Hampshire, 4; New Jersey, 14; Ohio, 24; Oregon, 5; Pennsylvania, 38; Rhode Island, 5; Vermont, 4; Washington, 7; making a total of 218.

"We can be just as morally certain that Davis will get the following electoral votes:

"Alabama, 12; Arkansas, 9; Florida, 6; Georgia, 14; Louisiana, 10; Mississippi, 10; North Carolina, 12; South Carolina, 9; Texas, 20; Virginia, 12; making a total of 114.

"States which have at different times cast their vote for different parties, but which have more often favored the Republicans, and which will most likely go to Coolidge are:

"Delaware, 3; Idaho, 4; Indiana, 15; Utah, 4; Wyoming, 3; or 29 for these five States; making a Coolidge total of 247.

"States which have most frequently favored the Democratic party, and which might go to Davis, are:

"Arizona, 3; Kentucky, 13; Nebraska, 8; Missouri, 18; Nevada, 3; Maryland, 8; New Mexico, 3; Oklahoma, 10; Tennessee, 12; West Virginia, 8; or 86 for the ten States; making a Davis total of 200.

"In this doubtful list are purposely placed the two States of the two Democratic candidates, which may not materialize, since both States are normally Republican. Nebraska also claims Dawes as her own. The same might be said of the others, since Harding carried them all except Kentucky.

"If the La Follette vote materializes, which is not certain, it might carry the five States in which he has in the past been able to control, and is now capitalizing the discontent from agricultural depression:

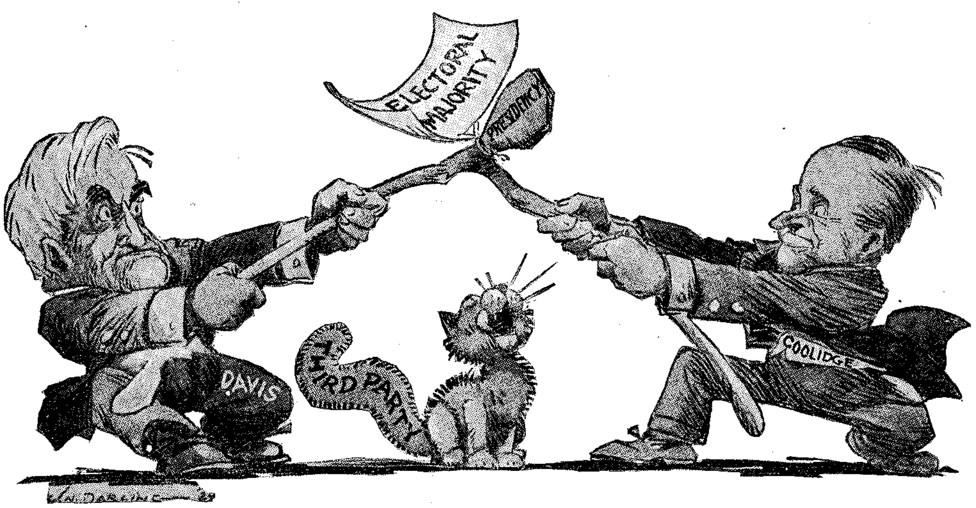
"Minnesota, 12; Montana, 4; North Dakota, 5; South Dakota, 5; Wisconsin, 13; a total of 39.

"Should Coolidge carry these five States, or three of them, Minnesota and the two Dakotas, he will be elected without New York. Should he carry New York, he will be elected without the so-called La Follette States."

However, as David Lawrence points out in a recent dispatch, there is a very important question as to whether John W. Davis is going to aline himself with the Conservatives when the campaign is over. Mr. Lawrence argues that:

"His advocacy of certain principles close to the La Follette platform may be designed at the moment to corral radical votes in the general electorate, but it may also operate to make him closer to the La Follette Republicans in the House than is President Coolidge. The La Follette group will hold the balance of power. If they were assured of a voice in the next Administration and of a working coalition with the Democrats, as occurred in the last session of Congress in both Houses, they may prefer Davis to Coolidge.

"If such overtures are ineffectual they will naturally help keep the situation deadlocked in the House in the hope of having Charles W. Bryan selected as Vice-President, and that means the Presidency on March 4 if the House has failed to choose a President. Those three months after November 4 would mean a breakdown in the party lines and a consideration by the conservatives of whether they should combine either for Coolidge or for Davis and checkmate the radical ascendency in the Senate."



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"CAREFUL, BOYS, OR IT WILL BE THE CAT THAT GETS THE WISH"

—Darling in *Collier's, The National Weekly.*

Another phase of this election that will serve to make it both notable and uncertain, we are assured by various authorities, is the likelihood that women voters will be represented as never before. The National League of Women Voters, reports Elizabeth Fraser in *The Ladies Home Journal*, "has sworn a high vow to get out 75 per cent. of the voting strength of this great Republic for the November elections." At the last Presidential election, four years ago, 49 per cent. of the voting strength was represented. An instance is cited of one town where the League started the women on a career of activity, which resulted in their outvoting the men two to one. In most States, we read:

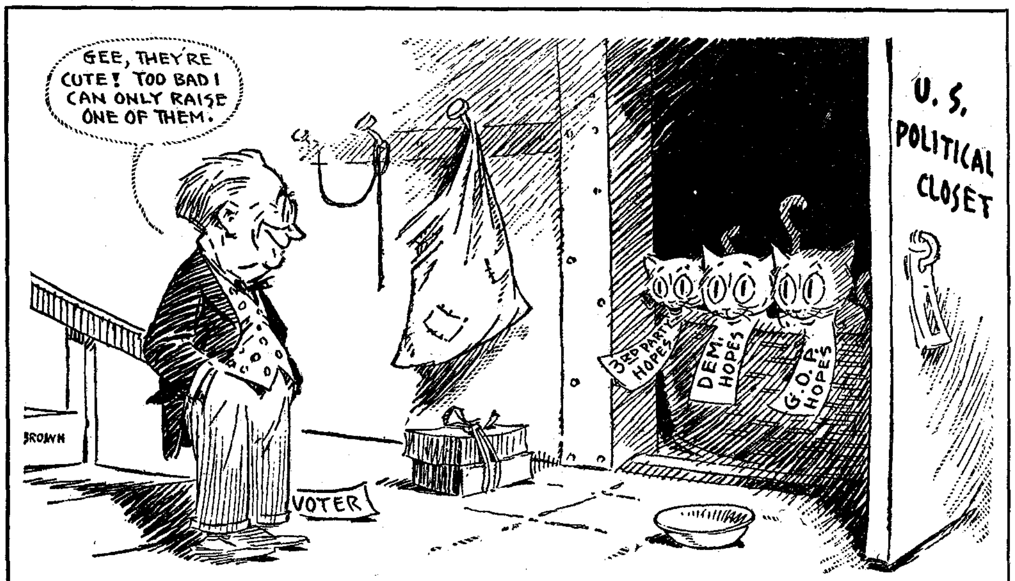
"The Leagues are shaping government in the same definite, practical, building-up-from-the-bottom fashion. In some cases the women are going in for finance, budgets, taxes and economic waste. In other States they're concentrating on education or laws to protect women in industry. In each instance the League works out a concrete legislative program, puts the women to work studying and investigating.

"In Pennsylvania, where they have elected eight women to the legislature, one of them a League member, the women voters are taken down to the State capitol in groups to study legislative tactics—politics as is.

"'Before we did this,' laughed one of them, 'some of our women voters were actually simple enough and green enough to believe that if a bill was good, everybody, of course, would vote for it.'

"The non-partizan, educational power of the League in stimulating action inside the party organizations was demonstrated during the recent primary elections in two towns of approximately equal size in a one-party State. One town possest a powerful party organization of women, but no League. The other possest its party organization of women, but they were also members of the League. The second town, as the open season for candidates approached, under the sponsorship of the League, held mock caucuses and mock State and national conventions in order to educate the women in the game of politics, with the result that interest was so aroused that half of the delegates to the State convention were women. Whereas the town which possest no League sent only one woman delegate—and she was known to be controlled by the machine."

The women of the League, the American Boy Scouts, and several other national organizations which are at work to get out the largest possible vote will find an ally, believes the Newark (Ohio) *Advocate*, in THE DIGEST'S big poll, which also in this Ohio editor's words, "will show the trend of things during the campaign—and incidentally serve as a big advertisement for THE DIGEST." It may be mentioned in this connection, partly to anticipate a number of inquiries which every DIGEST poll provokes, that the total expense of undertaking this largest of all Presidential "straw votes" is borne by THE DIGEST. Experience has shown that these tests of public opinion on matters of national concern pay for themselves in publicity and good-will, if not in immediate fiancial returns.

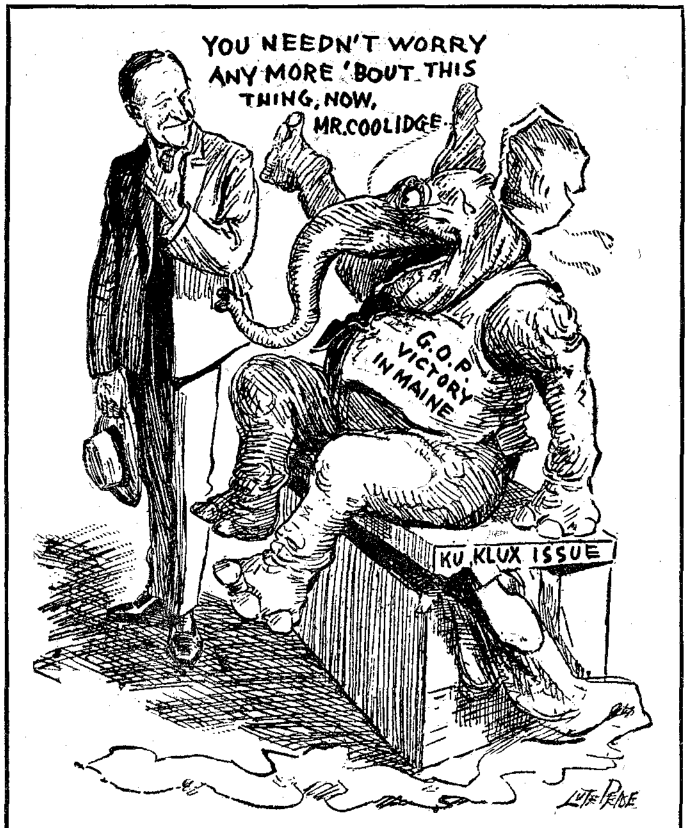


THAT KITTEN PROBLEM AGAIN

—Brown in the Chicago *Daily News.*

MAINE AS A POLITICAL BAROMETER

THE DARK-BLUE DOUBTS that were felt by the Republicans about Maine's reliability as a political barometer when they thought it might go Democratic, seems to have had an almost miraculous post-election change into a beautiful and unquestioning faith. It is a tradition of American politics that "as Maine goes, so goes the Union"; and because the Pine Tree State is the only one that holds its State elections in September, in a Presidential year its balloting two months before the November decision is watched with eager interest by the political experts and prognosticators of the whole nation. This year, however, the chances of the Democrats electing their candidate for Governor seemed so good that more than one Republican organ warned its readers that the result would have no significance whatever as an index to what will happen on November 4. Thus a Portland, Maine, correspondent of the Republican New York *Herald Tribune* declared flatly on the eve of the Maine election that "the balloting will be utterly meaningless so far as the election in November is concerned." But when the count of ballots showed that on September 8 the Maine voters had elected, by substantial majorities, a Republican Governor, a Republican United States Senator, and four Republican Congressmen, a Washington dispatch to the same paper instantly proclaimed this result "an expression of confidence in Coolidge," and quoted close friends of the Administration as declaring that "it means nothing less than that the campaign is already virtually won—it means great Coolidge strength in New England and throughout the East, a strength that neither Davis nor La Follette can successfully assail." This view is echoed widely in the editorial columns of the Republican press. "The great majorities for the Republican candidates, State, Congressional and Senatorial, in Maine, prove the overwhelming appeal of the Coolidge candidacy Down East and is the presage of a great Republican victory in November," avers the Philadelphia *Evening Bulletin;* and another Republican paper, the Jersey City *Jersey Journal*, remarks confidently that after the Republican sweep in Maine "the only thing to be determined is the exact size of the Coolidge sweep on November 4."


YOU NEEDN'T WORRY ANY MORE 'BOUT THIS THING, NOW, MR. COOLIDGE.
G.O.P. VICTORY IN MAINE
KU KLUX ISSUE
LUTE PEASE

PERHAPS

—Pease in the Newark *News*.

Democratic leaders, on the other hand, have now switched over to the former Republican skepticism, and insist that the Maine result has little national significance, altho they claim a moral victory for their party in the fact that "the normal Republican plurality in Maine has been reduced greatly."

Before examining further the various interpretations of the vote, let us glance at the tradition that makes of Maine the barometer State of the Union in a Presidential year. Normally Maine is Republican, but the Democrats claim that if they can keep the Republican plurality there below 20,000 in September it is a fair omen of success for the Democratic Presidential ticket in November. A Republican plurality of more than 20,000 in the Maine election, on the other hand, is supposed to foreshadow a Republican victory in the national contest. As the Republican Columbus *Ohio State Journal* remarks, while these signs have not always held true, they have in the majority of instances. Thus if we turn to the World Almanac and examine the records for the eleven Presidential election years, from 1880 to 1920 inclusive, we find this Maine test misleading in only three cases—in 1880, in 1888, and in 1908—and in those cases the Republicans won despite the omens. In 1880 the Republicans elected Garfield President in November in spite of Maine's failure to show any Republican plurality in September at all; but that was not politically a normal year in Maine, owing to a fusion of Democrats and Populists. In 1888 the Republicans elected Harrison President, altho the Republican plurality in Maine in September had fallen to 18,000; and in 1908 Taft defeated Bryan, despite a September Republican gubernatorial plurality in Maine of less than 8,000. In 1920, however, the year of the Harding tidal wave, the Republican plurality in the Maine State election was 65,346.

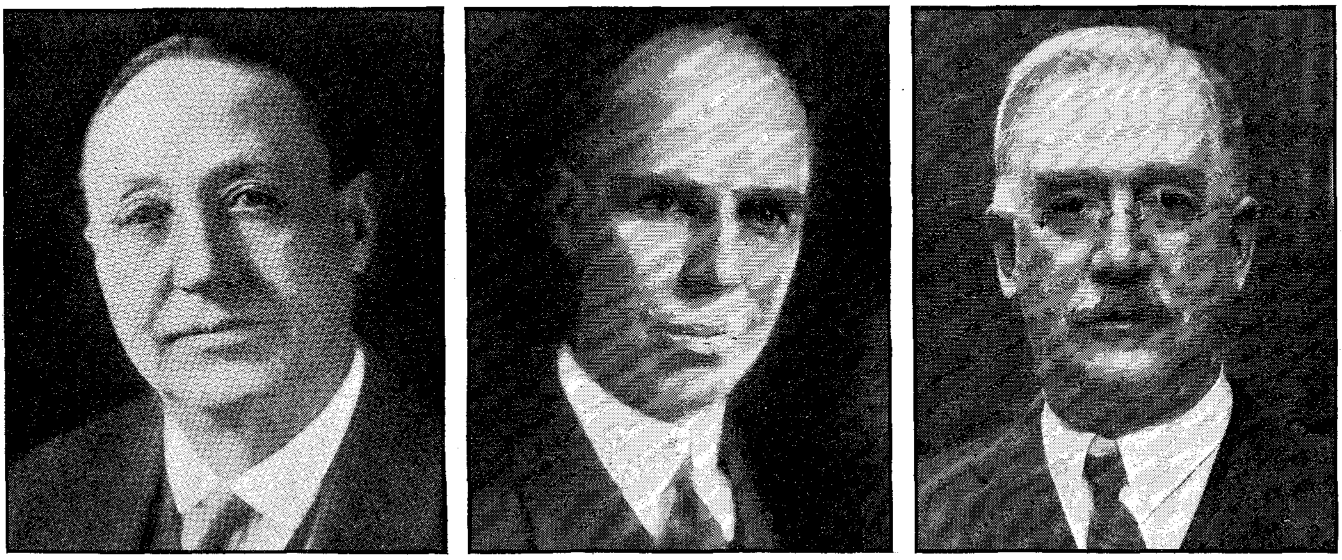
This year, on September 8, Maine elected a Governor and other State officers, a United States Senator, and four Congressmen. The victors were all Republicans. In the contest for Governor, State Senator Ralph B. Brewster won over his Democratic opponent, former State Attorney-General William R. Pattangall, by a margin of more than 36,000. In the Senatorial contest, Senator Bert M. Fernald was reelected with a plurality of more than 50,000. The total vote cast was the largest polled in the history of the State. In an Associated Press dispatch from Portland, Maine, we read that:

> "Pattangall, a former Attorney-General of Maine, conducted his campaign against Brewster principally on the issue of the Ku Klux Klan. In the primaries Brewster was indorsed by the Klan for the Republican nomination, altho he asserted he was not a member of the Klan and never had sought its support.
>
> "Brewster spoke chiefly on State issues during his election campaign, making no mention of the Klan. Republican speakers of national prominence who came into the State in support of Brewster and Fernald and the four Republican Congressmen, however, laid their emphasis on national issues and joined the Republican State committee in insisting that a vote for Brewster meant indorsement of President Coolidge."

Turning again to the Republican comment, we find President Coolidge referring to "the significant and decisive victory of the Republican ticket in the State of Maine," while Chairman William M. Butler of the National Republican Committee issues this statement:

> "The Maine barometer records unmistakable confidence in Calvin Coolidge and his policies and his triumphant election.
>
> "Only one real issue was before the voters in the Maine election—the administration of Calvin Coolidge."

The Republican victory in Maine establishes three things, according to Clinton W. Gilbert, Washington correspondent of the New York *Evening Post*, a nominally independent paper that supports the Coolidge Administration. These three things are:



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BERT M. FERNALD

Photograph by Paul Thompson
RALPH O. BREWSTER

P. & A. photograph
WILLIAM R. PATTANGALL

THE THREE LEADING FIGURES IN THE MAINE ELECTION

Mr. Fernald, Republican candidate for the United States Senate, was elected by a plurality of more than 50,000. Mr. Brewster, Republican candidate for Governor, won by a margin of more than 36,000. His candidacy was indorsed by the Ku Klux Klan. Mr. Pattangall, the defeated Democratic candidate for Governor, throughout his campaign directed his fire chiefly against the Klan influence in politics.

"First, President Coolidge's strength in the East, at least as far west as the Mississippi River, is very great.

"Second, the Ku Klux Klan issue is eliminated in the North and East.

"Third, Mr. Davis's campaign is likely to go to pieces in the East, as it already has gone to pieces in the West."

Mr. Gilbert goes on to say:

"The majorities for Senator Fernald and for Governor-elect Brewster are unexpectedly large. None of the observers in Maine could see any such strength for the Republican candidate as the voting revealed.

"The victory almost parallels that of the Republican State ticket in 1920, which preceded the election of President Harding. Some of it may possibly be explained away on the theory that the raising of the Klan issue by Mr. Pattangall, the Democratic candidate for Governor, actually helped the Republican candidates because of the prejudice the native American stock in Maine feels against the foreign element there.

"There still remains evidence enough that the bulk of the population is conservative and inclines strongly to the retention of Mr. Coolidge in office. In all rural New York, New Jersey, Ohio and Indiana, to mention only the more important Eastern States which might be disputable, a similar attitude of mind probably exists. This condition also applies to the native middle-class population of greater cities of this region.

"I make certain reservations about the meaning of the Maine victory for the Republicans, because new lines of division have grown up among the electorate and because Maine is not a typical State, being less industrialized than are the other important States east of the Mississippi River. In the industrial cities there is probably a degree of unrest that does not exist among the people of Maine.

"But, in these centers, the anti-Coolidge vote is split between Senator La Follette and Mr. Davis, so that Mr. Coolidge's plurality over whichever of these two rivals finishes second in any given Eastern community probably will parallel the Republican majority in Maine.

"Or, to put this view in another way, the Republican victory in Maine indicates that in the North and East there is little or no disaffection among the classes on whose support Republican candidates have usually been able to count in the past.

"It does not do to apply the lesson of the Maine victory west of the Mississippi River, because, in 1916, the West showed its capacity to vote differently from the East and because there are evidences of La Follette's strength there that have been lacking in the East.

"Regarding the Ku Klux Klan issue, it probably will be dropt."

According to the Portland *Press Herald* (Rep.), in Maine "the Republican party owes this victory to the zeal, earnestness and loyalty of the women."

Turning now to the Democratic comment, we find the Philadelphia *Record* remarking slightingly that "the Republicans have carried a Republican State, which is not a highly significant fact." "Maine, as a barometer, did not function," declares the Buffalo *Times*, which asks, "merely as an afterthought," "what would have happened in Maine had Mr. La Follette added a third force to the fight?" "After all, the result in the Pine Tree State may not foreshadow the political trend of the nation, remarks the Richmond *Times-Dispatch*, which adds: "And always there is La Follette to gum up the Republican game." "Once more," remarks the Pittsburgh *Post*, "it is demonstrated that a State election in Maine does not remove the necessity for a national election." And in the Boston *Globe* we read:

"What the barometer says is that the Republicans have recovered one-half of their percentage of loss suffered in the middle of Mr. Harding's term. . . .

"If the Presidential contest of this year were a two-sided event, Maine's barometer would be a surer guide than it is. However, the national campaign is a three-cornered fight, but the third ticket for the Presidency was not represented on the Maine ballots cast Monday. Granting that the barometer is right in its relative reading of Democratic and Republican strength at this time, it is as yet undisclosed what will be the effect of the campaign of Mr. La Follette in seeking votes through territory which has been Republican in years when the Republicans have carried the country."

"The whole story in the Maine election is that a Republican State has gone Republican by a greatly reduced plurality," says Clem L. Shaver, Chairman of the Democratic National Committee, in a statement to the press, from which we quote further:

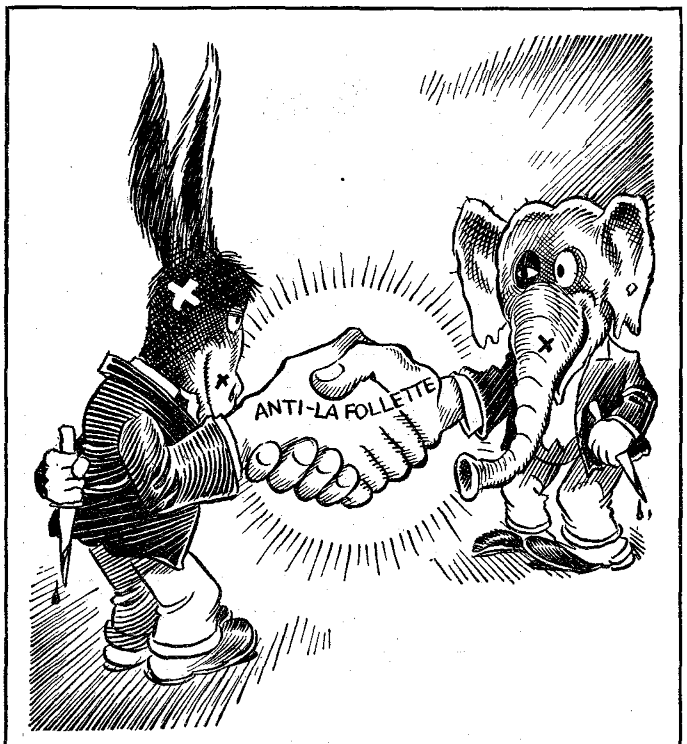
"Maine has not gone Democratic in a State election in a Presidential year in more than forty years. Even in 1912, when the Republican party was divided between the adherents of Taft and Roosevelt, as it is this year divided between the adherents of Coolidge and La Follette, the Republicans carried Maine in the State election in September.

"The election, from a Democratic standpoint, is a victory. The Democratic nominee for Governor was defeated by 30,000 votes less than in 1920, the last Presidential year, and this in the face of the fact that the vote in Maine this year was approximately 40,000 larger than in that year.

"In other words, the gains have been tremendous and the loss to the Republicans 50 per cent. in the matter of plurality. A change in the two party's votes of anything like similar percentages in the country would mean a clean Democratic sweep."

OUR SUPREME COURT—TYRANT OR PROTECTOR?

NO ISSUE OF THE CAMPAIGN is more important than that of protecting our Supreme Court against the attacks of the La Follette supporters who would clip its powers, agree conservative newspapers East and West. And when Justice Ford of New York calls our Supreme Court "an absolute despotism," the Springfield *Republican* (Ind.) is convinced that there is much truth in the contention of General Dawes that "the greatest issue of this campaign is the Constitution of the United States." That the Constitution and the courts are an issue in the campaign is admitted by Vice-Presidential candidate Wheeler, but he denies that his Progressive party has any intention of breaking down the Constitution. What it is trying to do, rather, he insists, "is to build up the Constitution of the United States and give us economic freedom, just as our forefathers fought in the Revolution to give us political freedom." On the very same day both the Republican and Democratic candidates for President come out in defense of the existing status of the Supreme Court. Mr. Coolidge mentions no names, but he severely denounces "those who would loosen and weaken the fabric of our Government" by taking away some of the Supreme Court's prerogatives. John W. Davis, the Democratic candidate, puts himself very emphatically on record as denying the doctrine that the Supreme Court's power to declare legislation unconstitutional is harmful. There is no difference between the views of the candidates of the two big parties on this question, insist the New York *Times* (Dem.), Philadelphia *Record* (Dem.), Boston *Herald* (Rep.), and Chicago *Daily News* (Ind.). And "it is a happy coincidence," remarks *The Times*, speaking for a number of its contemporaries. Yet the fact that Messrs. Coolidge and Davis are together does not keep the Court from being a center of controversy. To some writers President Coolidge seems to be going out of his way to make the Supreme Court a political issue. The New York *World's* political correspondent, for instance, says it is obvious enough that the President "did not want to permit La Follette to escape from the Supreme Court issue if it could be forced on him." And at least one Coolidge supporter, the Kansas City *Star*, admits that there is political strategy in the speech:



THE FIRST THING THEY HAVE AGREED ON IN YEARS

—Parks in the Omaha *News*.

"It was another manifestation of the campaign policy, common to the Coolidge and La Follette camps, to try to put the Democrats on the side lines and make the fight Coolidge versus La Follette, Republican versus Progressive, or, as President Coolidge hopes the issue will take form, Americanism versus radicalism, Communism and Socialism."

The La Follette attitude toward the courts appears in two official statements. The platform presented by the La Follette group at the Republican Convention contained this plank:

"We favor submitting to the people, for their considerate judgment, a constitutional amendment providing that Congress may, by reenacting a statute, make it effective over judicial veto. We favor such amendment to the Constitution as may be necessary to provide for the election of all Federal judges, for fixt terms not exceeding ten years, by direct vote of the people."

Then on July 5, at the convention of the Conference for Progressive Political Action, a platform was adopted containing this plank:

"Abolition of the tyranny and usurpation of the courts, including the practise of nullifying legislation in conflict with the political, social or economic theories of the judges. Abolition of injunctions in labor disputes and of the power to punish for contempt without trial by jury. Election of all Federal judges without party designation for limited terms."

Newspaper writers take it for granted that President Coolidge had such statements as these in mind when he said at Baltimore, on September 6:

"A deliberate and determined effort is being made to break down the guaranties of our fundamental law. It has for its purpose the confiscation of property and the destruction of liberty. At the present time the chief obstacle besides the people to this effort is the Supreme Court of the United States. . . .

"The time to stop those who would loosen and weaken the fabric of our Government is before they begin. . . . The question is whether America will allow itself to be degraded into a communistic and socialistic State, or whether it will remain American."

In this speech, made at the dedication of the Lafayette monument in Baltimore, President Coolidge explained that "the power to declare the Constitution" must be lodged somewhere. Nobody suggests giving it to the Executive, and the trouble with giving it to the national legislature is that "the legislature is not judicial. Along with what are admitted to be the merits of the question, are also what is supposed to be the popular demand and the greatest partizan advantage, which weigh very heavily in making legislative decisions." Our constitutional restraints, Mr. Coolidge further reasons, were adopted "in order that the minority, even down to the most insignificant individual, might have their rights protected." Hence, the Presidential warning:

"If the authority now vested in the Supreme Court were transferred to the Congress, any majority, no matter what their motive, could vote away any of these most precious rights. . . . Every minority body that may be weak in resources or unpopular in the public estimation, also nearly every race and religious belief, would find themselves practically without protection if the authority of the Supreme Court should be broken down and its powers lodged with the Congress."

On the evening of the same day, John W. Davis said in the course of a rear platform talk at Dubuque, Iowa, after mentioning certain "fundamental rights" given by our Constitution:

"Now I know that in this country there has been put forward the proposition that power shall be taken away from the courts of the United States, and that the Congress or State Legislatures shall have the right to pass a law, no matter what that law may be, no matter what right it invades, no matter if it should deny to you the exercise of your religious worship, that the courts should be utterly powerless to say that law shall not operate, and if Congress or the Legislature chose to pass it, or to pass it again after the courts had denounced it, that you would be utterly without remedy.

"I deny that doctrine. There must be in this country some power to which the American citizen can appeal when these sacred rights of his are invaded."

President Coolidge's defense in the Supreme Court is characterized by the Democratic Senator Bruce of Maryland as "clear, pointed, timely, and admirable." "We believe the President is right," says the Madison *Wisconsin State Journal* (Ind.) in Senator La Follette's State. There is applause from a host of papers of Republican leanings like the Providence *Journal*, Springfield *Union*, New York *Evening Post*, New York *Sun*, Philadelphia *Inquirer*, Washington *Post*, Kansas City *Star*, Columbus *Ohio State Journal*, Chicago *Tribune*, St. Louis *Globe-Democrat*, Minneapolis *Journal* and San Francisco *Chronicle*. Critics of the Supreme Court are reminded by *The National Republican* (Washington, D. C.) that "violation of the Constitution to-day in behalf of some legislative project which may standing alone seem desirable, if unchecked by the courts may to-morrow be followed by a violation clearly subversive of the rights and privileges guaranteed by the Constitution, which are essential to liberty." And as for the Court being an obstacle to progress—"whenever an act is declared unconstitutional by the Supreme Court, it is within the power of the legislative body to amend its action to make it in conformity with the Constitution, if possible, and not for the people to amend the Constitution, which has repeatedly been done." In an article in *The Nation*, Mr. Charles Warren, author of a history of the Supreme Court, says that the desirability of the Court's power of judicial review "will depend upon whether the citizens of this country wish to retain the Federal form of Government under which they have existed for one hundred and thirty-four years, or whether they wish to live under a consolidated and autocratic Government by Congress, with States and citizens possessing no right of power save such as Congress sees fit to leave to them. To abolish the Court's power of judicial review means to destroy the former form of Government and to institute the latter."

"Sheer demagogic nonsense," is, however, the way one of the La Follette campaign managers characterizes President Coolidge's warnings. As Mr. Gilbert E. Roe continues:

> "We propose a simple Constitutional amendment giving the law-making branches of the Government power to repass a law over the veto of the Court. The power which the Court is exercising, which the King formerly exercised, was never given to the Supreme Court by the Constitution. It is pure usurpation on the part of the Court."

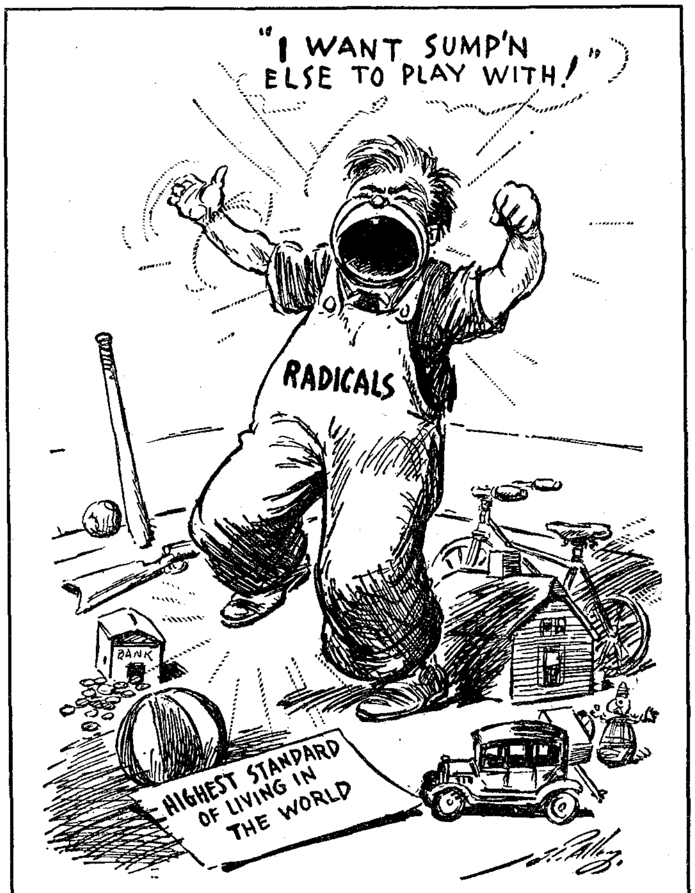
Mr. N. D. Cochran writes similarly in the Washington *News:*

> "Whether President Coolidge knows it or not, the average American citizen knows that all of the criticism of the Supreme Court and the inferior Federal courts is founded upon a belief that these courts have been usurping powers not granted to them by the Constitution; that the Supreme Court has gone clear beyond its constitutional right to maintain and interpret the Constitution by actually legislating, as when it has written into the laws a meaning entirely different from the plain intent of Congress and the Executive."

A labor daily, *The Federation News*, of Chicago, formerly *The New Majority*, wires us this comment:

> "We want a Democratic Government. With too much power vested in one single judge, the right to nullify legislation and the issuance of injunctions against picketing, against payment of strike benefits, and against lawful Assembly, this can not be the case."

Mr. Hearst's New York *American* can find nothing revolutionary about the La Follette planks on the Supreme Court, and the Brooklyn *Citizen* (Dem.) says the Wisconsin Senator, in attacking the power of this Court, "is merely following in the footsteps of two of the greatest Democrats this country has ever known, namely Thomas Jefferson and Theodore Roosevelt." Writing in *The Nation*, Mr. Charles Grove Haines informs us that in the exercise of its power of review, which is "not generally recognized as belonging to the functions of a court and not expressly provided in the American written Constitution," "more than fifty acts of Congress have been nullified and from 1,500 to 2,000 acts of the States." In the same magazine Beulah Amidon Ratliff remarks that "large business interests are of course enthusiastic defenders of the 'sanctity' of the Supreme Court, as the power of the Court to declare laws unconstitutional is more often a benefit to conservatism than to progress." But reformers find it almost useless to secure the passage of a law on any subject, because there is no telling what the courts will do with the law. And, we are told, "by the constant destruction of law the Supreme Court is destroying respect for law, because the Court itself shows so little respect for the laws which the people's representatives from time to time attempt to establish." Editorially, *The Nation* argues that in the evolution of our Government the Supreme Court has really "become a third legislative body, and its concern in recent years has been for property rights rather than for human rights. As a legislature it has become fearfully dangerous because it is an appointive body consisting of nine lawyers with a life tenure. Progressive legislation is impossible as long as it exercises its present powers." In a speech at Albany, Mr. Norman Thomas, a La Follette supporter and Socialist candidate for Governor of New York, calls attention to the fact that by Supreme Court decisions "Congress has been hampered in the control of the railroads, been forbidden to regulate child labor, and the hours of women in the District of Columbia." In other words—

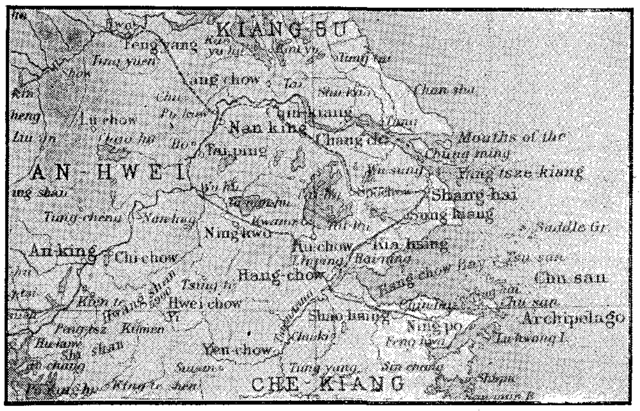

"I WANT SUMP'N ELSE TO PLAY WITH!"
RADICALS
BANK
HIGHEST STANDARD OF LIVING IN THE WORLD

THE PRINCE OF "WAILERS"
—Alley in the Memphis *Commercial Appeal.*

> "The courts have protected property rather than human rights. It is the minority rights of special privilege which have been its chief concern. It is very significant that none of the European peoples in revising their Constitutions have entrusted Supreme Courts with similar power. Unless we can modify and curb that power, the social legislation we seek to attain by peaceful means and the rights of labor which we desire to guarantee by peaceful means will be made impossible. . . . That is the justification for the planks in the Progressive platform with regard to the courts. They are not radical, but cautious and constructive. They are necessary to the social progress we seek."

FULL-SIZED CIVIL WAR IN CHINA

WHENEVER IT RAINS, the Chinese armies stop fighting, we are told, but the commanders still use a characteristic Chinese weapon, bribery. According to report, Gen. Chi Hsieh-Yuan "is offering two months' pay for any enemy soldier who deserts, $1,000 if he brings a machine-gun with him, $20,000 for an airplane, $30,000 for a regiment, and $50,000 for the head of his opponent, General Lu." So a New York paper, *The Herald Tribune*, remarks, "This is evidently not an atmosphere about which prophecies can safely be made," and the press in general avoids prediction as conscientiously as it avoids being betrayed by the oddities of Oriental warfare into underestimating the seriousness of what is going on in China. That civil war has broken out on a large scale, that highly trained modern armies are in motion, and that American as well as other foreign interests are imperiled, all the papers agree. Warships of various nationalities await developments in the harbor of Shanghai. Marines have landed, our own among them. Dispatches tell of a prolonged battle between Chinese armies close to the city. Other dispatches reveal preparations for heavy fighting elsewhere, and there is a lively demand in newspaper offices for special articles attempting to solve "the Chinese puzzle" presented by the situation and its causes—its causes, especially. As Charles W. Wood, then in China, once wrote in a magazine contribution, "China is a republic. It is two republics. It is any number of republics. But these republics do not rule, for the Military Governors won't let them." Three Military Governors are fighting among themselves for control of China, Eugene J. Young tells us in the New York *Evening World:*



WHERE THE WAR STARTED

Shanghai lies well within the borders of Kiangsu Province, but for several years has been in the hands of the Governor of the Province of Chekiang. The fight between the two potentates for its possession has precipitated a civil conflict that may engulf all China.

"This civil war is likely to be a very serious affair for China and for all the world which has dealings with China, because it is between three great elements, led by three determined and able men. These elements and the men representing them are:

"(1) The Chinese middle classes, who for centuries resented the rule of the Manchu Emperors, and latterly have resented foreign control. Two years ago they took possession of Peking, throwing out the Government which represented the Manchus and the Japanese. Their leader is Gen. Wu Pei-Fu, who has solidified most of the moderates of old China behind him.

"(2) The Manchus—who ruled non-resistant China for centuries—their monarchist allies among the Chinese, Japanese concessionaires and imperialists, and other foreigners who wish a dictatorship or monarchy in Peking with which they can deal without interference of the public. The leader of these is Marshal Chang Tso-Lin, former bandit, now dictator of Manchuria.

"(3) The radicals and young Chinese, who want to make over the country on Western lines and profess to desire a progressive republic. Under Sun Yat Sen, who led the movement for the first republic in China, they have gained control of several provinces in the South, with a seat of Government at Canton."

So we find the Springfield *Republican* warning its readers against imagining that the battle near Shanghai is more than a mere incident in an upheaval of enormous populations. Says the Massachusetts paper:

"On the face of things the hostilities just breaking out in China are merely the struggle of two Governors of adjacent provinces for possession of Shanghai, with the foreign Powers intervening to forbid fighting in the city itself, or where it would menace the lives or property of foreigners. The controversy, from this point of view, is not very difficult to understand, since Shanghai lies well within the borders of Kiangsu Province, but for several years has been in the hands of the Governor of the Province of Chekiang. This anomaly, due to vicissitudes of the civil strife in China, was the more certain to be challenged because Shanghai is one of the world's great seaports and a source of revenue, both legitimate and illegitimate, to whoever controls it; it is a great center, for example, of the illicit opium trade, with all the incidental pickings which a Chinese Military Governor knows how to exploit in the most scientific manner.

"But in China things are seldom what they seem. The true explanation is not often so simple or so intelligible as this."

China, as the New York *Evening Post* reminds us, "has been divided into two camps ever since the last civil war." In Peking "rests the coolie-president, Tsao-Kun, with Gen. Wu Pei-Fu the power behind his somewhat shadowy throne," while—

"Beyond the Great Wall, where he was driven by General Wu, lies the camp of Chang Tso-Lin, war-lord of Manchuria. No lesser Tuchun could afford to start anything without being fairly certain how Wu and Chang would take it.

"Before the curtain was raised, therefore, the stage was set. Tuchun Chi made sure that Wu would approve of his trying to take Shanghai. Tuchun Lu obtained from Chang assurances of support, together, it is said, with $3,000,000.

"The knowledge of this line-up throws light upon an otherwise rather vague situation. General Wu and President Tsao Kun hope to extend their power throughout China, their ultimate purpose being to bring about a unification of the country. Every move is sure to be countered by Chang, who is waiting an opportunity to swoop down from the North and take Peking.

"If Wu's man can take Shanghai from Chang's man, it will mean a feather in the cap and money in the coffers of the Peking Government. Wu is very apparently afraid of the 'Lion of the North,' but he hopes that the recent floods in the northern section of the country will hamper Chang's troop movements.

"The question is, will Wu and Chang get into the Shanghai mêlée before Chi and Lu have fought it out or come to a Chinese bargain? If Lu would agree to share the Shanghai customs receipts, their war might end to-morrow. But if they come to blows, China will be in for bad times, especially if foreign intervention is necessary for the defense of Shanghai City."

The New York *World*, which presents Roy S. Anderson's interpretation of what is taking place in China, tells us:

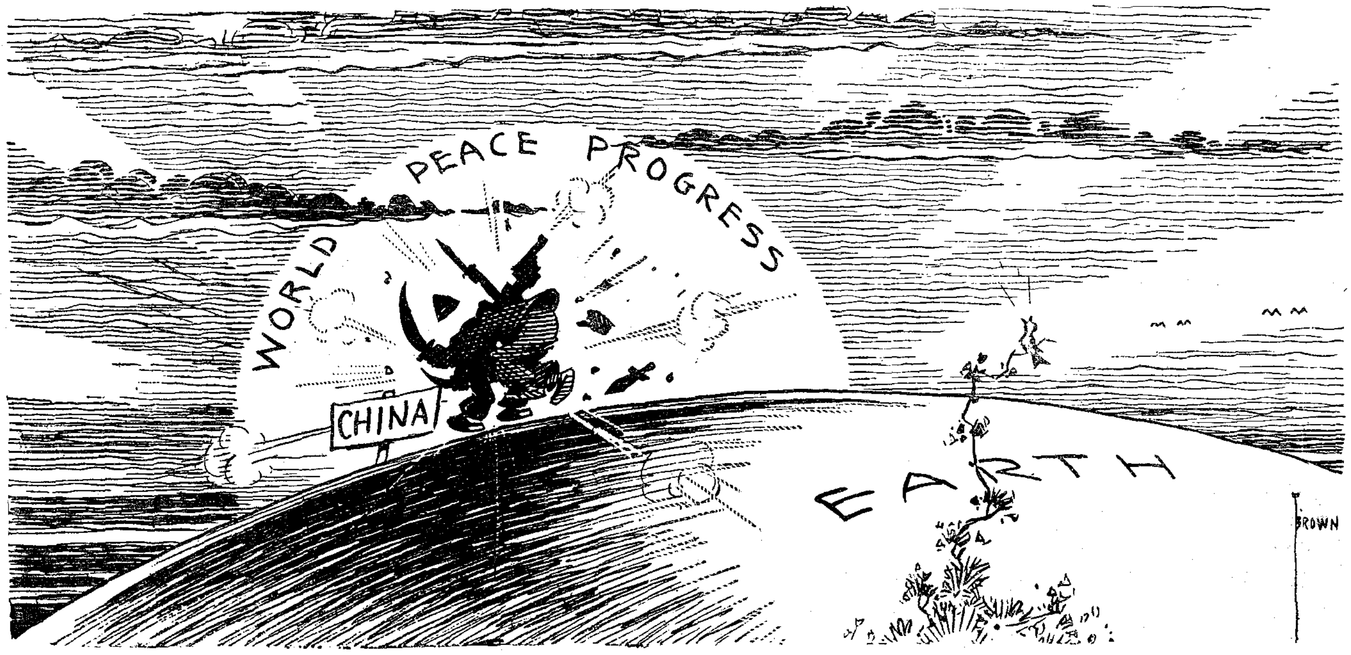
"Mr. Anderson is best known to the general public by his spectacular exploit a year ago last June in procuring the release of the victims of the Lincheng bandit outrage. Among insiders he is recognized as one of the best informed of living men on Chinese affairs. He was born in Shanghai of American missionary parents and educated in this country. For the last twenty-one years he has lived in China."

Whereupon, *The World* thus formulates the information contributed by Mr. Anderson:

"The troubles at Shanghai, which may prove to be the opening move in a conflict involving the whole vast territory and populace lying north of the Yangtse River, trace back to the existence in China of two main political groups, both headed by militarists, Mr. Anderson said. They are known as the Chihli and Manchurian-Anhui parties, taking these names from the nativity of their founders.

"Former President Feng Kue-Chang, a native of Chihli Province, founded the former of the two. The founders of the other are Tuan-Cai-Jui, native of Anhui Province, and Chang Tso-Lin, the 'war-lord' of Manchuria.

"The present Chihli leaders are Wu Pei-Fu, Inspector-General of Shantung, Chihli and Honan provinces; Chi Hsieh-Yuan, Inspector-General of Kiangsu, Kiangsi and Anhui provinces, and Hsiao Yae-Nan, Inspector-General of Hupeh and Honan.



THE END OF A (NEARLY) PERFECT DAY

—Brown in the Chicago *Daily News*.

"These eight provinces comprise the valleys of the two great streams, the Yellow and Yangtse Rivers, with their ports, and form a compact block extending from the Manchurian and Mongolian borders to South China. President Tsao Kun is the nominal head of the Chihli party, as he is of the recognized *de jure* Government of all China.

"The leaders of the Manchurian-Anhui party are Dr. Sun Yat Sen of Kwangtung Province (Canton); Chang Tso-Lin, head of military and civil affairs in the three Manchurian provinces, Kirin, Fengtien and Heilungkiang, and Gen. Lu Yung-Hsiang, who controls the civil and military affairs of Chekiang Province, on the coast just south of Shanghai.

"'Since Gen. Wu Pei-Fu defeated him two years ago,' Mr. Anderson explained, 'Chang Tso-Lin, the Manchurian, has spent millions upon the reorganization of his Army, in military equipment and in building arsenals and the like, in order to invade China from the north and defeat his old enemy.'"

In Mr. Anderson's opinion, a few months will witness the political end of Sun Yat Sen, and the *World* reporter tells us:

"With Chang Tso-Lin, the 'war-lord,' is allied Gen. Lu Yung-Hsiang, former follower and right-hand man of Tuan Chi-Jui, founder of the Anhui party. General Lu is seeking the destruction of Wu Pei-Fu because the latter in a war some four years ago crusht Tuan Chi-Jui and forced him into retirement.

"'The Chihli party,' Mr. Anderson continued, 'has struggled for five years to unite China, using force as a necessary means, since there were hundreds of thousands of troops under independent leaders. To-day the only opponents retaining any military strength devoted to the overthrow and destruction of the present Government are Chang Tso-Lin, in Manchuria, and Lu Yung-Hsiang, in Kwantung, Sun Yat Sen no longer being a factor in the military situation.'

"He deemed the present war in the neighborhood of Shanghai between Lu Yung-Hsiang of Chekiang Province and Chi Hsieh-Yuan of Kiangsu (Nanking) the evident first move of Chang Tso-Lin in his long contemplated attempt at invasion. Chi's troops are stationed for the most part at Pukow, on the opposite bank of the Yangste River from Nanking and the southern terminus of the eastern of the two north-and-south trunk-line railroads, the Tientsin-Pukow Railway.

"The western trunk line is the Hankow-Peking Railway, and Wu Pei-Fu's forces are stretched out along it, many of them in country which has suffered most heavily from the recent floods. Between Shanghai and Nanking also runs a connecting railroad, the line of which is the scene of the first clashes reported."

According to Mr. Anderson, "It is obviously General Lu-Yung's assignment to keep Chi busy around Shanghai and Nanking so he can give Wu Pei-Fu no assistance in case Chang Tso-Lin makes a dash from the north for Peking through the two railway gateways in the Great Wall, Shanhaikwan, on the Peking-Mukden Railway, and Kalgan, where the road from Mongolia comes down. Reading on,

"The cables to date indicate that Wu and Chi are prepared to get rid of Lu in a hurry, so the Chihli party may be able to concentrate all their forces against Chang Tso-Lin, the real menace.

"The actual clash has come between Chi's troops and those of Lu's chief lieutenant, Gen. Ho Feng-Liu, who commands an Army of 12,000 stationed at Sung Hwa Pagoda, just outside of the international settlements at Shanghai, and who commands also the Woosung forts at the entrance of the Port of Shanghai. This is the element in the situation fraught with peril to foreign residents and the threat of intervention for the Chinese Government, according to Mr. Anderson.

"Mr. Anderson exprest vigorously his belief that the foreign Powers should follow a hands-off policy with China during the present crisis in her internal affairs. That certain of their nationals may be caught in the zone of active hostilities is the fault of their own short-sighted diplomacy, and the intervention they apparently contemplate will constitute nothing more or less than active interference in behalf of the enemies of the *de jure* Government which the Powers have recognized.

"If any foreign assistance is to be given, it should be to that Government, not to its opponents, he says.

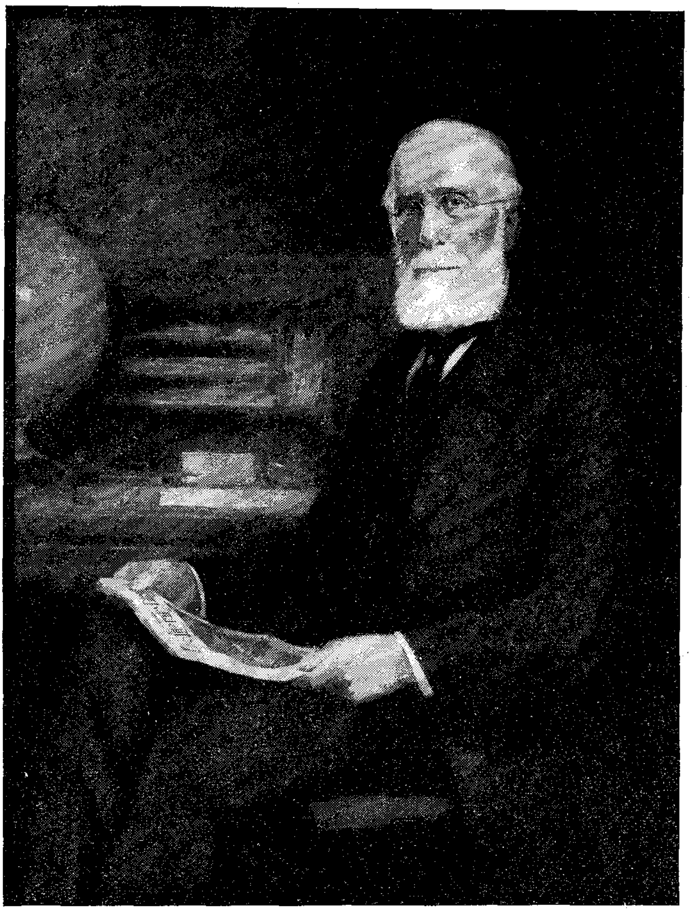
"'These troops of his,' he said, 'are inside the Province of Kiangsu, which is under the jurisdiction of Chi Hsieh-Yuan as Inspector General for the recognized Peking Government, with headquarters at Nanking, the capital of the province. For two years Ho Feng-Liu and his superior, Lu Yung-Hsiang, have been plotting against Chi in his own province. To add to his difficulties, the chief plotters, it is known, reside in the foreign settlements in Shanghai and receive foreign protection.'"

Thus far, no outbreaks against foreigners have occurred, perhaps because China is still paying the Boxer indemnity, and the New York *Times* believes that, in Shanghai, at least, foreigners are safe. As we read:

"Ample protection for the safety of foreign residents at Shanghai would seem to be provided by the presence of nearly two dozen warships in the harbor, reinforced by a defense organization of residents. The peril to foreigners in Chinese civil warfare usually arises when the defeated Army resolves itself into bandit groups. Against such a threat Shanghai is safe, but the same can not be said for the smaller foreign settlements and missionary establishments in the interior. Shanghai itself would be endangered only through a direct attack by one of the contending Armies. Reprisal, however, would come so surely and speedily that it may be assumed neither of the Chinese leaders will take the risk. Provided the conflict can be localized, an end of hostilities may be expected through some bargain between the rival contenders for a look-in at Shanghai's customs receipts."

ADAM WILLIS WAGNALLS (1843-1924)

MONUMENTS WE BUILD TO OUR DEAD, and eulogies we weave with words, are seemly tributes; but the true memorial is a man's life and works and the tradition he has left, whether his career has been distinguished or unmarked. When the course of his days has reached a decade beyond the Psalmist's limit of three score and ten, and his labors have been in fields of public notice, his record shines with especial luster. The men and women who have lived through the eighty-one years that form the span of life of Adam Willis Wagnalls, who died at Northport, Long Island, September 3, 1924, witnessed a world progress without parallel.



ADAM WILLIS WAGNALLS

Born at Lithopolis, Ohio, on September 24, 1843, he grew into early manhood at a time when the old States of Europe were gravely questioning whether the United States of America could survive the ordeal of civil war. He lived to see certain dynasties of these old States collapse and from the ruins new States rise, which are largely modeled on the democratic foundations of the United States.

When he was earning the money for his education at Wittenberg College, by selling dictionaries on a commission basis that was cash at times and exchange merchandise at others, the steam railroad was still the transport marvel of the age. He lived to see letters sent from coast to coast in a day; and fleets of airships sail across the heavens as if on some fabulous sea hung between them and our globe. In after years the college in which he had won his first degree by such laborious effort, merely to have the privilege of an education, bestowed upon him the degree of Doctor of Literature and the honorary degree of Doctor of Laws.

His earliest professional occupation was as organizer in the Lutheran Church; and he was called as pastor of the first English-speaking Lutheran Church in Kansas City in 1867. Here he remained for two years. Then he took up the study of law and in 1870 moved to Atchison, Kansas, in which town he held the position of City Clerk until 1873. But the major labor of his life dates from his arrival in New York City where in 1877 he and the late Dr. Isaac K. Funk formed a partnership for the purposes of publishing books and periodicals.

Funk & Wagnalls Company of to-day is the development of that association; and it was the good fortune of the two founder members of the organization to see their modest enterprise expand beyond the most aspiring expectations. Among their first products was a monthly sermonic magazine called *The Metropolitan Pulpit*, which now and for many years has been known as *The Homiletic Review*. They published also the "Schaff-Herzog Encyclopedia of Religious Knowledge"; Charles Hadden Spurgeon's "Treasury of David"; and Dr. Joseph Parker's "People's Bible." The greatest periodical achievement of the house is, of course, THE LITERARY DIGEST, which first saw the light March 1, 1890.

In the following year the project was laid for their supreme achievement in book publishing, namely, the Funk and Wagnalls Standard Dictionary, which has been described as a pioneer work in English lexicography, because of the original lines in which it was planned. Following the dictionary came another example of scholarly publishing in the Jewish Encyclopedia (in twelve massive volumes), which is a descriptive record of the history, religion, literature and customs of the Jewish people from the earliest time to the present day.

With the success of such vast enterprises, the organization grew in due proportion, and it was the merited happiness of Mr. Wagnalls during the twelve years of his presidency to see the company attain the greatest progress it had ever known. In this period two offshoots of the Standard Dictionary—The Desk Standard Dictionary and the Practical Standard Dictionary—make the Funk & Wagnalls imprint a household word in the United States, and almost equally well-known in all countries of the world, not only where the English language is read, but in many where it is being learned by those to whom it is an alien tongue.

In an editorial commentary on Mr. Wagnalls's record as a publisher, the Brooklyn *Eagle* refers enthusiastically to "such ventures as the 'Jewish Encyclopedia' and the 'Standard Dictionary'" as being "substantial contributions to the resources of the broadest scholarship." It declares that he has "done much to make the current literature of America what it is," and describes him as a man of "conscience and character," adding that he will be "missed and mourned by a large circle of friends."

Until the last two or three years he came to the offices of the company as regularly and with as fresh an interest as that of his associates and employees. His face and figure had taken on a patriarchal dignity, but those who had worked with him and for him during many years speak of him as always having borne the air of a scholar and a practical man of affairs. More than a score of these tell us that in nearly half a century of close cooperation, amid all the frets and friction of the day's work, year in and year out, Mr. Wagnalls was ever poised of mood, gentle of manner, and courteous of speech. He was always busy, but never too prest to deny his attention and consideration to the least important as well as the most important of those working under the same roof with him. This is the half-century tradition of him they hand on to those that had not the opportunity to know him so long—the tradition of zest in the good, industrious life, of constancy to the ideals of his career, and of the unfailing kindliness and sympathy that wins unfailing loyalty and affection. This is his true memorial!

COMING—A UNIVERSAL "S. R. O." SIGN!

BY THE YEAR THREE THOUSAND the habitable earth will afford standing room only, argues Prof. J. W. Gregory, basing his conclusions upon the rate of population increase between 1906 and 1910. If that continues until the year 3000, our planet will have as many folks as it can feed, he says in an address delivered recently before the British Association for the Advancement of Science at Toronto, and, while one newspaper thinks that "the professorial dreamings are a bit wild," the Boston *Herald* takes them rather seriously, reminding us that "the population of the United States advanced from 3,929,214 in 1790 to 105,708,771 in 1920, and it was by no means all due to immigration." Moreover,

"From 1800 to 1900 European Russia's population jumped from 40 to 106 millions, Germany's from 27 to 56, France's from 25 to 39, and the population of Great Britain from 25 to 41 millions. In the course of the nineteenth century the dwellers of Europe doubled in number: for every four people living in European lands at the time of Napoleon's consulship there were more than nine at the outbreak of the World War. And in this race for numbers the blacks, yellows and browns fail not in their competition with the whites, as may be seen from the fact that in a single century the population of India has expanded from 100,000,000 to more than 300,000,000."

The Boston paper then asks, "With a total world population which has already reached 1,849,500,000, what may we expect in the future?" and tells us:

"Dr. Raymond Pearl Andrew of Johns Hopkins asserts that in the United States alone a population numbering 197,274,000 by the year 2100 may be confidently anticipated, while B. L. Putnam Weale predicts that the statisticians of 1980 will enter on their records the figure of 4,000,000,000 for the planet as a whole. But the really sensational estimate comes from Dr. H. P. Fairchild of New York University, after a survey of conditions in both old world and new. His numbers for America are '550,000,000 at the end of the twentieth century,' and for the middle of the next century 'as many people as there are now on the entire globe.' Nor is he content with even this forecast, for he goes on to say that 'increase in the birth-rate and better living conditions should produce in 10,000 years more human beings than could be provided with standing room.'

"The professor sums up all conceivable ways out from the dilemma, resort to 'skyscrapers' included. But he omits one obvious and comforting, if selfish, reflection—that the 'jam' will not come in our day. And with a hundred centuries at its disposal civilization should have ample time in which to work out just the solution of the population problem that is needed to keep the world a going concern and insure ample elbow-room for everybody."

Further consolation is proffered us by the Newark *News*, which observes:

"In practise civilization has made for a decreased birth-rate and a higher type of individual. As far as there is a net gain in the world's population, the means of sustaining it have been adequate, and the future looks much better than it did in Malthus's day. The machine age, with all its marvels, is believed to be in its infancy. More food also is produced on less acreage, where science is applied, yet science has barely made a start."

With a view to defining overpopulation clearly, and to sounding a warning, the Manchester (N. H.) *Union* points out that overpopulation is not wholly a matter of numbers and of space:

"We could have a condition of overpopulation; for overpopulation does not mean many people, but more people than there are food and shelter. A very small population could mean overpopulation in a desert or Arctic country.

"A condition of overpopulation may temporarily result from transient and removable causes. Tho the war-ravaged European countries may have had their population reduced by the war, because they had their resources reduced even more, because so many of their dwellings were destroyed, they are in a condition of overpopulation at present.

"Provided we increase our supply of necessities, our American population can increase indefinitely without pressure. But if our food supply lessens through either exhaustion of the soil or, what seems more likely, through a great decrease in the number of tillers of the soil, a condition of overpopulation will result—more mouths than food to fill them. A condition of overpopulation as regards housing can result in the same way—scarcity of building material and a lessened amount of work put into building."

As is generally the case, this discussion has revived the question as to whether, while increasing numerically, the human race is maintaining its quality. Evidently the white race—or at all events its Anglo-Saxon branch—is faring well, for the St. Paul *Pioneer Press* informs us that, at the Toronto meeting,

"Dr. F. C. Shruksall, President of the Anthropological Section, took a view quite contrary to the sentiment too widely exprest that the Anglo-Saxon race is about played out and that it is on the slow decline, degenerating into decay. Perhaps this idea is cultivated by the more general knowledge of crime, corruption and greed as compared with the knowledge of the existence of obedience to law, honesty and unselfishness.

"Physically, mentally and morally, Dr. Shruksall declares, we are better than our forefathers. This is his scientific conclusion:

"'In stature and weight, we average higher than our forefathers. Our general health is vastly improved and our expectation of life longer. Powers of resistance that have not been equaled were revealed in the great war. Mental defectives are decreasing. Advances in education are being made. Smaller families are being offset by lessened mortality in childhood.'"

In the address that started all this discussion Professor Gregory exprest alarm over the rapid increase of the negro race in Africa and South America, and Dr. Edwin E. Slosson, Director of Science Service, reports him thus for the New York *World:*

"There is double menace in the race problem, we are warned. From one side is the danger of civilization of the rising tide of color, and from the other is the peril of humanity from the rising tide of color prejudice.

"A thousand years ago the whites held only part of Europe. Now Europeans, tho only a third of the world's population, rule eight-ninths of the habitable land. But during the past half-century colored races have increased faster than the white.

"'Increased disparity in numbers means, in a democratic age, an inevitable transfer of power; while the former prestige of the white man has been undermined by his own beneficent rule, alike in war and peace, and personal authority which the white man held in 1900 has undergone a momentous decline,' said Professor Gregory.

"African negroes are increasing faster than any other people in the world. South America is firmly held by a mixed race, and Professor Gregory thinks it most probable that a similar hybrid people will eventually occupy the southeastern section of the United States with some measure of home rule. The whites can only hope to hold in South Africa certain segregated sections, and in Asia only the north and northwest. White colonists have no chance of permanently occupying land near the overcrowded parts of Asia or accessible to the fast-multiplying negroes of South Africa, he said."

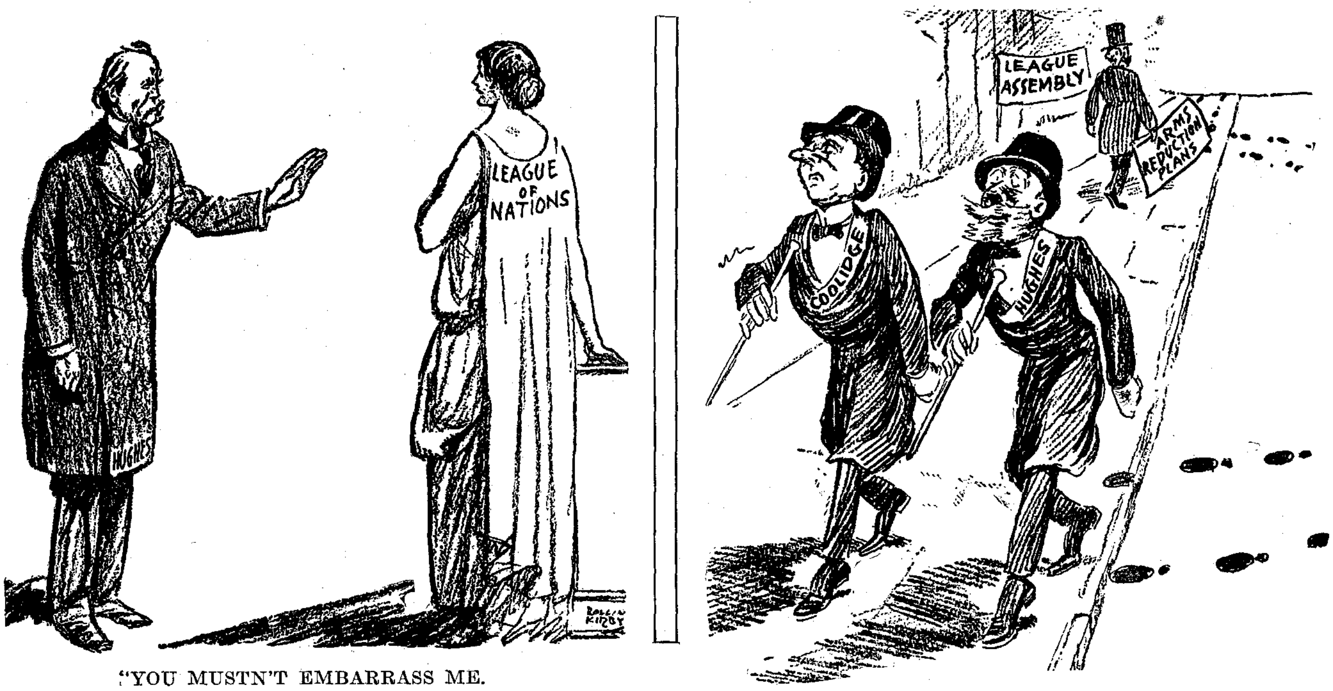
Here Dr. Slosson again quotes Professor Gregory verbatim:

"'White merchants may find in these regions profitable trading centers and may for a time rule and administer them, but when white enterprise has subdued the land, built railways and utilized the rivers, the colored man will oust the white from all but the few posts that require experts.'"

Resuming in his own person, Dr. Slosson says:

"But Australia may be completely colonized by the white race, for the speaker believes that the conquest of tropical diseases will enable the tropics to support white civilization. Australian experience has proved that even in the hot and humid climate of Queensland, sugar-cane plantations can be more successfully worked by white than by colored labor, altho black men can usually stand more heat than white.

"Professor Gregory looks to segregation as the best solution of the race problem, for he does not believe in interbreeding and regards coresidence as incompatible with racial integrity and the highest development of either race. As he puts it, the affectionate, emotional negro, the docile, diligent Asiatic, and the inventive, enterprising European, do not work at their best when associated *en masse*."



"YOU MUSTN'T EMBARRASS ME. THIS IS PRESIDENTIAL YEAR"

—*Kirby in the St. Louis Post-Dispatch.*

"LOW PERSON!"

—Spencer in the Omaha *World-Herald.*

DEMOCRATIC JIBES AT REPUBLICAN LOFTINESS

OUR ABSENTEE PRESENCE AT GENEVA

AN AMUSING LITTLE SURPRIZE at Geneva, we are told, is the arrival of Mr. Philip S. Henry, sent by the Governor of North Carolina as a delegate to the Assembly of the League of Nations. Inasmuch as North Carolina is not an independent republic, and inasmuch as the League had asked the State Department for an American representative to attend the sessions of its Disarmament Commission and been refused, this errand of Mr. Henry's strikes the newspapers as humorous. The New York *Times*, for example, calls him "the Tarheel ambassador," and says, "The good League officials—gracious as they always are in these matters—haven't the slightest idea what to do with him." However, they "have a lot of questions they want to ask him—about America. Perhaps one of them will be that ancient, anguished query, 'What did the Governor of North Carolina say to the Governor of South Carolina?'" But in discussing the State Department's refusal to send an American representative, the papers take a different tone altogether. Except for Mr. Henry, who does not count, America has no spokesman, official or unofficial, at Geneva, tho the Commission on Disarmament is to discuss a disarmament plan drafted by Americans and submitted on their own initiative. So we are in a curious position—absent from Geneva and at the same time present—and for its refusal to send an American representative to the League's Disarmament Commission, the Democratic *Times* sharply criticizes the Administration, declaring,

> "Secretary Hughes exhibited his now familiar qualities as a Doctor Dubitans. He gravely pointed out to the Secretary-General of the League that the Government of the United States had been happy to have a representation at the meeting of the 'temporary mixed commission.' It also had sent an agent to be present with the 'subcommittee.' But a meeting with the 'third committee' would be something so different and apparently so perilous that Secretary Hughes could not contemplate it without a shudder. It is to be hoped that in Geneva, where John Calvin divided hairs 'twixt north and northwest side, they will be able to understand these nice distinctions. Plain Americans will not. Nor will they see the force of the argument that because the American view about the traffic in arms has been presented once to the League it should not be offered again in the endeavor to reach a common understanding."

And *The Times* goes on to rake Secretary Hughes further:

> "Mr. Hughes expresses the willingness of the United States to consider favorably an invitation to take part in 'an appropriate international conference' on the subject of control of munitions of war. At Geneva they are evidently stumped to know what international conference could be more appropriate than the existing assembly of fifty-four nations. The Prime Minister of England and the Premiers of France and Belgium see nothing out of the way in dealing with the League as they find it. But, of course, they know nothing of the embarrassments of a Secretary of State with a Presidential election impending. He has to be discreet to the point of timidity in all his approaches to the League of Nations, or retreats from it. For an old and convinced League man like Mr. Hughes this constraint must be galling at times. But he writes his metaphysical disquisitions to the League with the air of a man sternly doing his official and partizan duty."

Refusal to cooperate with the League "shows petty partizanship, handicapping the movement toward war prevention," thinks the Pittsburgh *Post* (Ind. Dem.), which tells us:

> "All the while the Republican party keeps pledging itself for world cooperation for peace. Some of its most eminent members, including Charles Evans Hughes, now Secretary of State, even gave their word to the country in 1920 that the quickest way to get the United States into the League would be to elect Mr. Harding to the Presidency. When the test came, however, the Republican Administration showed such aversion to the League that the Department of State for a time would scarcely answer ordinary communications from the association. When the Bok Peace Plan appeared, proposing cooperation with the League, some of the Republican Senators set about to investigate it as a pernicious political activity.
>
> "By this time American friends of world cooperation should realize that they can have no hope of leadership in the present school of Republican statesmanship."

Meanwhile, the Cleveland *Press* (Ind.) complains that "Administration leaders, having denounced the League in 1920 as a devil's contrivance from which nothing good could come, have ever since then left no stone unturned to make the prediction true," and the Asheville (N. C.) *Times* (Ind. Dem.) denounces America's "ridiculous aloofness," but the Pittsburgh *Chronicle Telegraph* (Rep.) finds it "difficult to understand why members of the League of Nations Assembly at Geneva should have been 'stunned' by our Government's declination of its invitation to be represented on the commission that is to consider restricting the traffic in arms and munitions of war." As we are reminded,

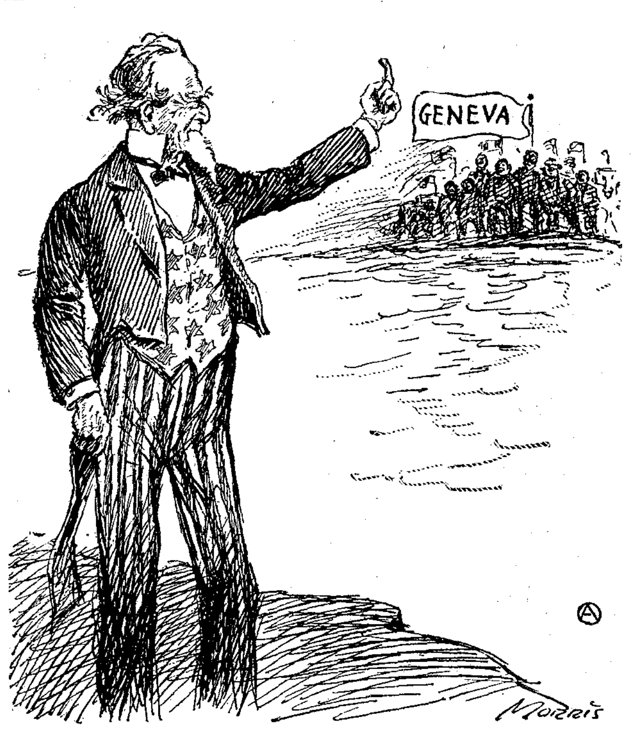
> "A proposed agreement on the subject was rejected by the United States some time ago, not because of any lack of sympathy with the principle involved, but because the plan suggested was not a promising and practical one.
>
> "Whenever the European nations are able to get together on a plan that gives some assurance of success, then they will find our Government ready and willing to enter a formal conference that will be empowered to draw up a definite agreement. A Government that led the way to the first practical arrangement in the world's history for the limitation of naval armaments is not going to balk at a scheme for restricting the traffic in arms."

The Philadelphia *Inquirer* (Rep.), discovering "neither indifference nor insincerity in the State Department's refusal to send a representative," says that the reason is "made perfectly clear" in Mr. Hughes's note, which contains the following statement of the case:

> "As this Government had thoroughly discust the various points of the draft convention, and its position on every point was well understood, it was not perceived that any useful purpose would be served by attending the meetings of the third committee. But this Government has stated that it would be disposed to consider favorably participation in an appropriate international conference to negotiate and conclude a convention. The answer to the invitation was in this sense.
>
> "It should be observed that the subject under consideration is not the limitation of the armament of Governments but the control of traffic in arms, a different matter, which so far as proposed by the European Governments, does not restrict the armaments of signatory Powers."

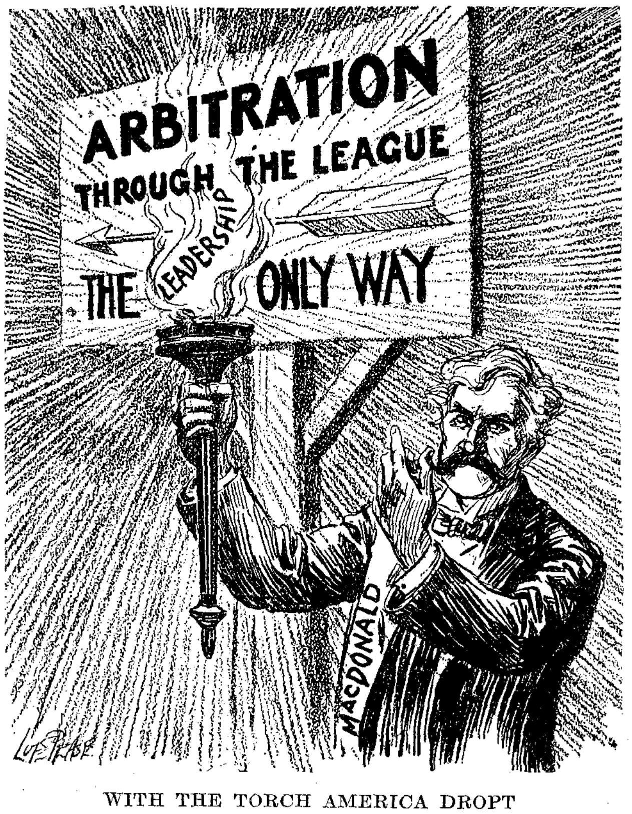
Nevertheless, the disarmament plan drafted by Professor Shotwell and other Americans and entitled the "Draft Treaty of Disarmament and Security" is not only receiving careful study at Geneva but is quite overshadowing Lord Cecil's "Treaty of Mutual Assistance." As the Philadelphia *Public Ledger* (Ind.) explains,

> "The Englishman's plan provided that the world be divided into several regions in which the nations would agree to cooperate against any wager of aggressive war among them. It does not sound unreasonable, and would have the added advantage of leaving more or less intact the Monroe Doctrine, thus not offending the United States. But it did offend the British Empire. It would have placed Canada, South Africa, Australia and the United Kingdom into separate compartments. Such a proposal, threatening to loosen home ties at a juncture when they are none too close, could scarcely escape failure.
>
> "The 'American plan' is an ingeniously devised attempt to bring about actual outlawry of war. The long step contemplated is to put an aggressive war upon a similar basis with civil war, which is certainly, so far as humanly possible, 'outlawed.'"



UNCLE SAM: "WHEN YOU ARE READY TO TALK DISARMAMENT, COME OVER HERE"

—Morris for the George Matthew Adams Service.



WITH THE TORCH AMERICA DROPT

—Pease in the Newark *Evening News*.

A more extended account of the Draft Treaty is given us by the Philadelphia *Evening Public Ledger*, which tells us that—

> "While it is improbable that the League's Temporary Mixed Commission on Disarmament will accept without alteration or revision a set of unsolicited formulas, however expertly framed, there is no question that the tentative treaty draft from unofficial America contains points of capital interest to the international society in the struggles with its major problem.
>
> "More than any program yet devised it attempts to give plausibility to the much-discust ideal of an outlawing of war.
>
> "The imagined high contracting parties declare in this document 'that aggressive war is an international crime.' That this assertion is intended to be something more than an empty literary gesture is provided for in the ascription of new powers to the Permanent Court of International Justice.
>
> "Any signatory of the treaty, which in case of a violation of its terms shall refuse to submit a disputed case to the court, sh *ipso facto* be deemed guilty of aggression.
>
> "With regard to the offending nation, any or all other nations bound by the treaty shall be entitled to employ the principle of the economic boycott on an enormous scale. All financial trade and property interests of the aggressor shall lapse in the territories of the other signatories or on the high seas and also 'any privileges, protection, rights or immunities, accorded by either international law, national law or treaty.'
>
> "Signatories are not compelled to enforce this drastic check on war. But in the hypothetic crisis the offender will enjoy no rights that any of the other contracting parties to the treaty are bound to respect. In other words, it is the very considerable threat of a complete breakdown of all its property and its financial and economic sanctions that is primarily expected to bring the 'outlaw' to terms.
>
> "In the matter of eventual force, 'each signatory shall consult its own interests and obligations.' This is a departure from the implied pledges which critics of the League declared the debated Article X to contain."

TOPICS IN BRIEF

(An extension of this department appears weekly on the screen as "Fun from the Press")

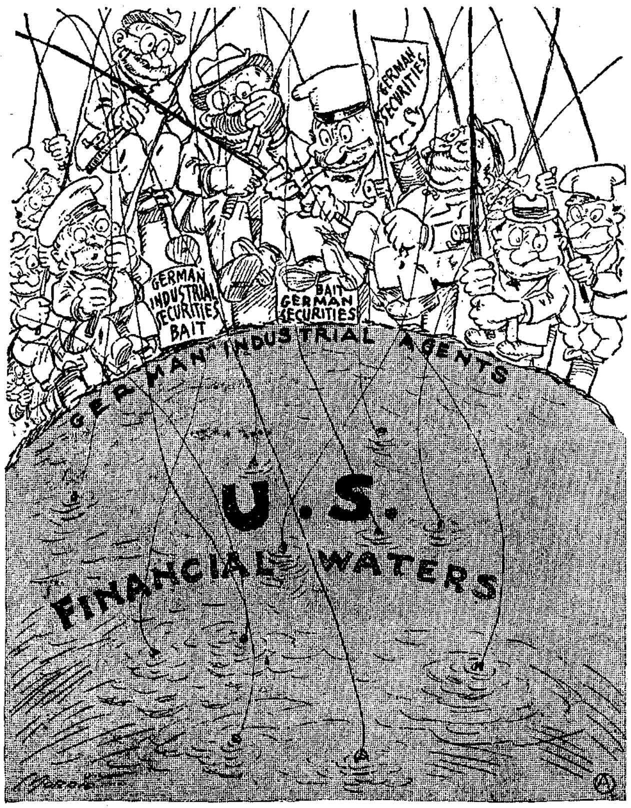
WHAT a forbidding world this must appear to be to the horsefly. —*Cleveland Press.*

OUR idea of a freak election bet is one in which the loser has to read his party's platform.—*Brooklyn Eagle.*

WE shall always remember the Prince of Wales as one Britisher who did not come over here to lecture.—*Columbia Record.*

WE have come a long way when Germany doesn't rattle anything except a promissory note.—*Associated Editors (Chicago).*

PROHIBITION may be a failure, but so was a lot of moderate drinking before the Eighteenth Amendment became more or less effective.—*Philadelphia Inquirer.*



OPEN SEASON FOR AMERICAN CAPITAL GOLDFISH

—Morris for the George Matthew Adams Service.

HERRIN, Illinois, is one reason why the Japs shouldn't be sore over exclusion.—*Little Rock Arkansas Gazette.*

TROTZKY has the advantage of talking about America to people who don't know he is lying.—*Toledo Blade.*

RUSSIAN Bolshevists ban fairy-tales, presumably as an infringement of their monopoly.—*Wall Street Journal.*

ANOTHER good memory test is to try to remember the things you were worried about yesterday.—*Port Arthur News.*

THE West is all that portion lying to the left of the opinion that Wall Street is an act of God.—*Kenosha (Wis.) News.*

ANOTHER good way to teach a boy the art of defending himself is to let him wear long curls.—*Wichita Falls Record-News.*

SEVERAL M. P.'s have left for a tour of the East African jungle. They run a risk of being lionized.—*London Opinion.*

BOBBED hair is no more likely to cause a woman to stray from the straight and narrow path than long white whiskers are likely to make a man a saint.—*New York American.*

WHATEVER happened to the old line about Washington, "first in war, first in peace and last in the American League?"—*Detroit News.*

EUROPEAN royal bloods get $7 a day as supers. If they had been content with that, they might have held their old jobs.—*Chattanooga Times.*

WILLIAM J. BRYAN is keeping so quiet that we are beginning to believe he really desires that the Democratic ticket should be elected—*Columbia Record.*

ACCORDING to Tom Gibbons, the American boxer, our English boxers don't fight enough. The trouble is that some American boxers stop them.—*Punch (London).*

ANOTHER slightly amusing feature of the political situation as it develops is the Ohio crowd trying to look and act like a Republican asset.—*Columbus Ohio State Journal.*

IT'S all wrong! The Dempsey-Firpo fight lasted fifteen minutes and took in $1,000,000; the Olympic contests lasted a month and drew only $361,900; the World War lasted four years and ran up a deficit.—*Detroit News.*

IF we could see ourselves as others see us, we'd never speak to them again.—*Toledo Blade.*

IN the Middle Ages it took a right able-bodied citizen to live to be middle aged.—*Little Rock Arkansas Gazette.*

DAWES says he doesn't want the "movie fan" vote. Well, what other kind of a vote is there?—*New York Morning Telegraph.*

ONE reason why people do not have more respect for laws is that the supply of laws exceeds the demand.—*Asheville Times.*

MR. COOLIDGE is making no claims personally, but anyway the White House has just been redecorated inside along lines suggested by the present tenant.—*Detroit News.*

IN "detour" the accent is on the last syllable. So many people place it on the d——. —*Associated Editors.*

THE swell-head germ is nobody's fool. He always manages to pick out an empty one.—*Everett Herald.*

No less than half the Democratic ticket is getting the solid support of William J. Bryan.—*Toledo Blade.*

THE chief fault of our immigration policy seems to be the length of our coastline. —*Wheeling Intelligencer.*

THE answer is that "Ma" Ferguson, being a woman, knew exactly how to handle the sheets and pillow-cases. —*Columbia Record.*

ONE mustn't tell Willie, but most of the great men have forgotten all they ever knew about algebra.—*Roanoke World News.*

THERE are two periods when the fishing is good at the summer resort—before you get there, and after you leave.—*Detroit News.*

GIBBONS, the American boxer, complains that he could not get his money after fighting. Much the same complaint is made by the Allies.—*Punch.*

ROUGE of two thousand five hundred years ago has been discovered near Odessa. Were there never any good old times?—*Punch.*

A FIRM at Kiel is experimenting with armored diving-suits. What the pedestrian is looking for is an armored walking-suit.—*Detroit News.*

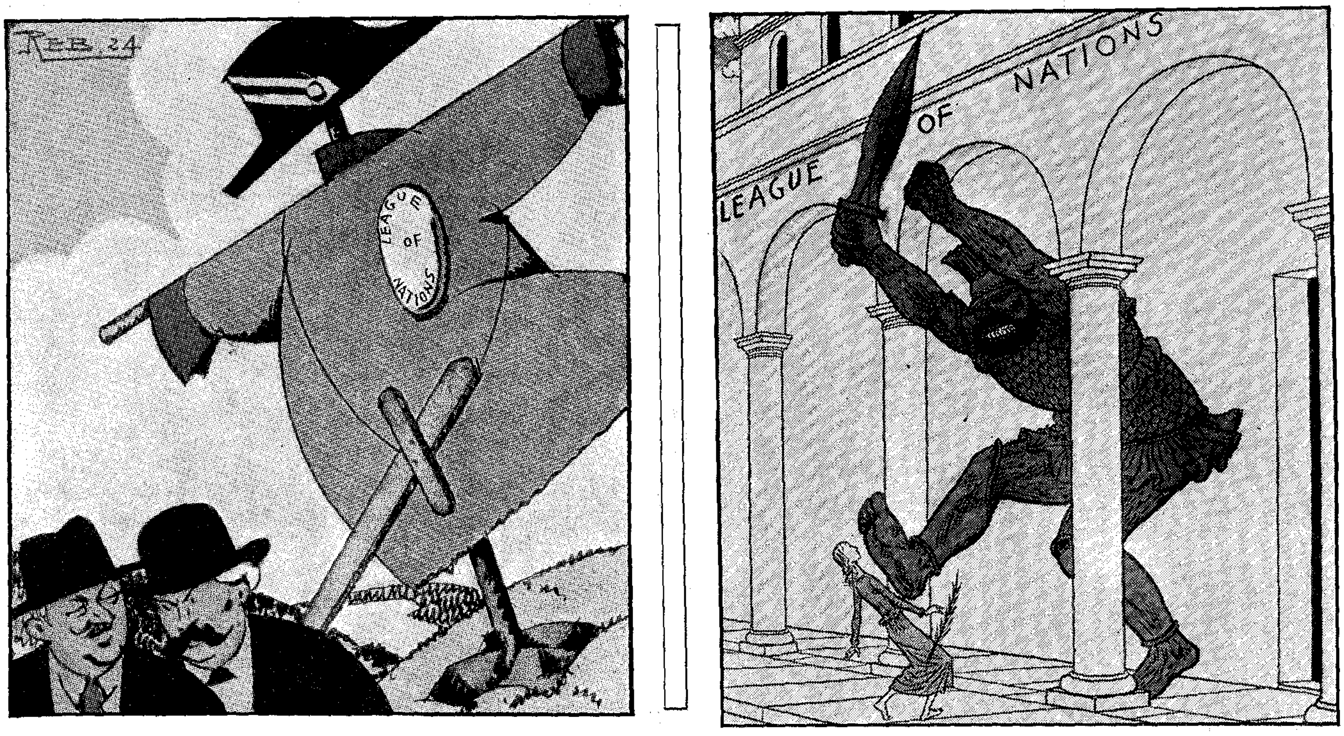
IF this Chinese war continues on its present expanding scale, the tuchuns may have all our local shirt-wreckers out of the laundries before Christmas.—*Chicago Post.*

PRESIDENT COOLIDGE says what the country needs is common sense. And let's hope that after the experience of the last three years it's got it.—*Memphis Commercial-Appeal.*

THE President of a South American State has just died a natural death. It is a source of satisfaction to his relatives that he outwitted his political opponents to the end.—*Punch.*

IT seems as tho it's going to be a mighty common campaign when La Follette is fighting for the common people, Mr. Coolidge for common sense, and Mr. Davis for common honesty. —*Nashville Southern Lumberman.*

FOREIGN - COMMENT



A FRENCH VIEW

"Do you think that will be protection enough?"

—*Le Cri de Paris.*

A GERMAN IDEA

Mars (to Peace): "So long as France has control here, I am in charge."

—*Simplicissimus* (Munich).

FRENCH AND GERMAN CONTRASTS ON THE LEAGUE OF NATIONS

ARBITRATION OR ARMS FOR EUROPE'S SECURITY

ENGLAND STANDS NEARLY ALONE in wishing to divorce arbitration from military sanctions and penalties, according to press dispatches from the seat of the League of Nations at Geneva, while by the side of France almost all the other nations are said to have ranged themselves, adopting the cryptic French slogan that arbitration, security, and disarmament are one and indissoluble. While the League's Committee for the Reduction of Armaments is trying to solve the conflicting views as to how obligatory arbitration can be made acceptable, we learn from the press that England and France remain as good if not better friends than they have been in many months. Their opinions were not identical, Mr. MacDonald said in an interview on his return to London, but "in my view we have laid the foundation of future world peace and struck a decided blow at the hideous abomination of war; and with such success as has been achieved must inevitably be linked the fine work achieved by my friend Herriot. Herriot was splendid." Mr. MacDonald added:

> "We are throwing divergencies into the caldron for calm consideration by two committees of the League of Nations. When these committees have done their work I anticipate that the international disarmament conference will be assembled. The start is a great deal, and in this case it is a start of the right sort. Much, of course, depends on public opinion, which I earnestly hope will strenuously support the effort now begun. This is an affair for the people of the world. It is their business and not the whole affair of the leaders or delegates of nations. With a brave and courageous public opinion supporting the effort now under way, I believe a new era in arbitration and disarmament has begun."

At Geneva Mr. Herriot is quoted as giving a message of hope, not unduly optimistic, concerning the great problem before the League Assembly, when he said:

> "Now begins the detailed study of the difficult questions which Premier MacDonald has already outlined. Problems of mutual assistance and, above all, the great problem of international solidarity, and making that international solidarity a living thing. Let us have patience to make our way through the stage which must yet be crossed. The road is long, but we must traverse it arm in arm, associating our efforts and our endeavors."

Mr. Herriot's stand for security with arbitration is described by an American correspondent at Geneva as based on the axiom of Pascal that: "Justice without power is futility. Power without justice is tyranny." It is interesting to some that among the English press the London *Observer* argues that no compulsory arbitration can be made effective unless the United States cooperates with the other countries of the League. The editor of this newspaper, J. L. Garvin, approves the American predilection for the World Court at The Hague, but thinks that court, as now constituted, is not enough. It can indeed interpret treaties and agreements, he says, but other kinds of international disputes need to be decided by statesmen not fettered by technical rules of procedure, and we read:

> "Premier MacDonald was entirely right when he maintained at Geneva that if widening of the League is the first thing, the second thing to work out is a satisfactory system of arbitration for those cases, and they are most dangerous which are not suitable for submission to the World Court because they demand statesmanlike adjustment of new conditions rather than a legal interpretation of its meaning of former diplomatic instruments. . . .
>
> "The idea that the transport of motley armies through various

countries to repress and punish those declared the aggressor is entirely chimerical. The true means of deterring any single country, or even group of countries, from defying arbitration and risking the ban of outlawry are economic, naval and aerial. But Britain no longer possesses unconditional command of the seas. She divides control with the United States. Without friction with Washington and danger to ourselves we can not set up any considerable blockade. There must be an entire agreement with America to bring into play at need that quiet and bloodless but deadly means of making arbitration prevail. America is essential to any real system of arbitration security and disarmament."

Another London journal, *The Sunday Times,* is rather severe on Premier MacDonald's speech at Geneva, saying that:

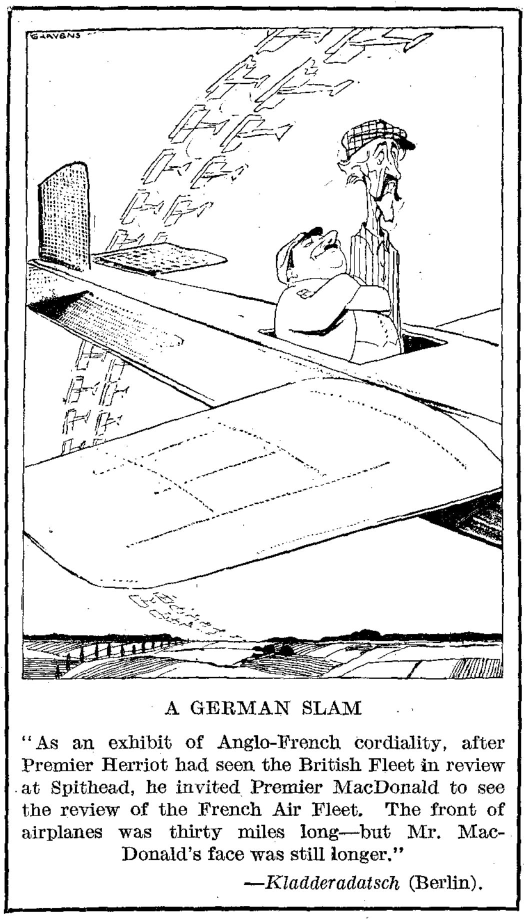
"In it is plenty of pious sentiment. In its lack of real substance and in its evasion of the difficulties of the situation it was the sort of deliverance that might have gone down well with an American uplift society, but it fell very flat in an assembly of statesmen who were called together to deal with vital issues, and its undertone of sympathy with Germany was not missed by the French, who feel that whatever may be his sympathy with them, he is still unrepentant and defeatist. . . .

"The irritation and suspicion with which Mr. MacDonald's views have been received in France are not without warrant. We should feel exactly as the French are feeling now if some eloquent millennium monger from the Continent were to propose that we should substitute the covenant of the League of Nations for the British fleet. The reception any such suggestion would receive from our people would be robustly brief and vivacious and of a kind to encourage the French in their doubts as to whether Mr. MacDonald in his speech at Geneva represented at all points the real mind of Great Britain."

On the other hand British Labor organs strongly support Mr. MacDonald's attitude at Geneva and Hull. Press dispatches advise us that the British Trades Union Congress in session there express itself wholly in sympathy with the Labor Premier. In these dispatches we read further that:

"The congress also discust means of preventing wars by industrial action. As to pacifist methods, one delegate voiced the opinion that the congress could trust Ramsay MacDonald as Premier because 'he is certain to stand by the ideals for which he suffered in the last war.' The congress voted that a telegram be sent to the Premier congratulating him on his speeches in favor of arbitration and disarmament.

"After discussing how a universal strike of workers could suffice to prevent wars, the congress unanimously carried a resolution, emanating from the Miners Federation, instructing the General Council to call a special congress to decide on the industrial action to be taken whenever war is threatened."



A GERMAN SLAM

"As an exhibit of Anglo-French cordiality, after Premier Herriot had seen the British Fleet in review at Spithead, he invited Premier MacDonald to see the review of the French Air Fleet. The front of airplanes was thirty miles long—but Mr. MacDonald's face was still longer."

—*Kladderadatsch* (Berlin).

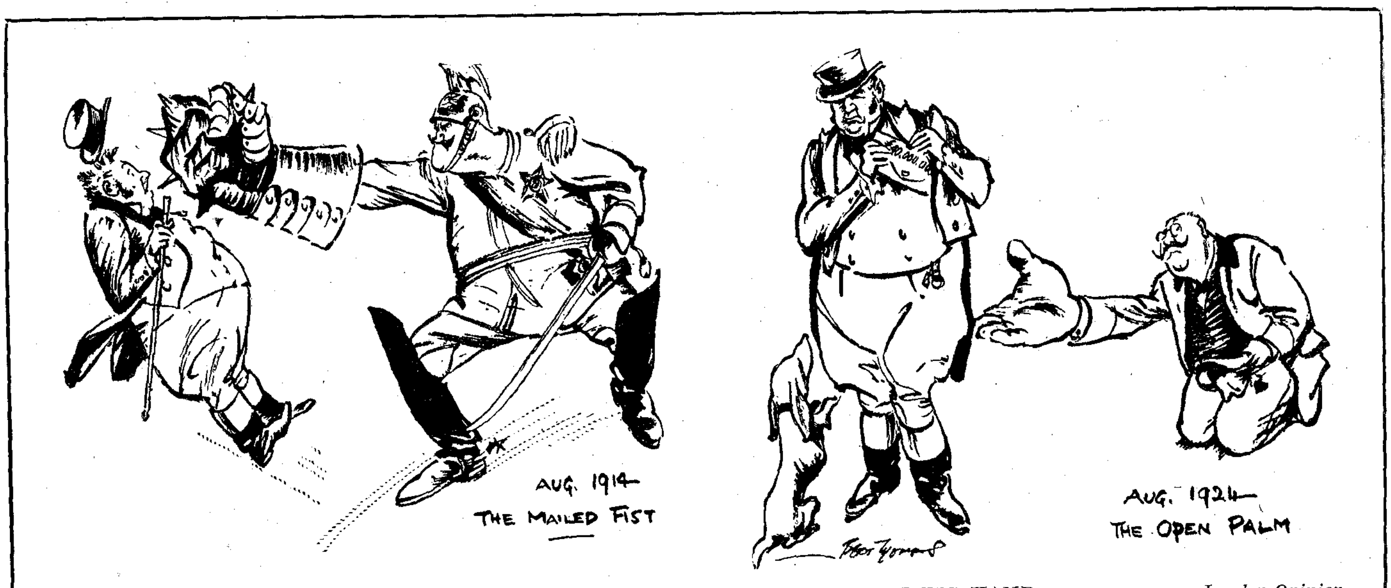
Much irritation appears in some sections of the French press against the British Government's position, but perhaps the most revealing remarks appear in the Paris *Temps,* frequently spoken of as indicating the feeling of the French Foreign Office. In this daily we read:

"The French conception, which is also that of all nations upon which weighs the menace of aggression, is simple and clear and can be summed up in the fact of not separating the question of disarmament from that of security. No ambiguity is possible at this point, and it would be out of the question to consent to a reduction of armaments if the country's security isn't entirely assured. . . .

"The British conception, as far as can be gathered from the reply by which the British Government turned down the plan of assistance and from Ramsay MacDonald's declaration in London and Geneva, bears quite another aspect. It denies the very principle of mutual military assistance, and admits only compulsory arbitration as an essential basis of disarmament.

"Even supposing that it were possible to undertake, without reservations of any kind, to have recourse to the arbitration of the International Court of Justice of The Hague, even regarding questions involving honor and national sovereignty, where would there be a guaranty that a Power possest with the spirit of conquest and domination to the extent of commiting a crime of aggression would loyally submit to a decision of the arbitrators?

"Arbitration proceedings inevitably are of long duration. How would one practically prevent a Power, which had considered aggression following a disagreement, arming and preparing for war even before the arbitration proceedings end?"



A BRITISH IMPRESSION OF GERMANY'S CLUTCHING HAND —*London Opinion.*

PROHIBITION'S TRIUMPH IN NORWAY

A PROHIBITION VICTORY was won in Norway's Parliament, it appears, when the Conservative Ministry of Premier Abraham Berge resigned as a result of the defeat of the Government's proposals for balancing the budget. The Berge Cabinet proposed to repeal the present Prohibition law, we are told, and permit trade in liquors and alcohol under government control, and this reform was counted on to yield the treasury an additional income of about 30,000,000 kronen. But the Socialists joined the party of the Left in defeating the Government's bill, and on the resignation of the Berge Ministry a Cabinet of the Lefts was formed under the premiership of Johan Ludvig Mowinckel. The Norwegian press informs us that the new Government stands pledged to retain the present law, at least as long as a special referendum has not decided against it, and to balance the budget by other means. The present law in Norway permits the sale of wine and beer, prohibiting only the sale and consumption of spirits.

Public opinion has been busily engaged in discussing the effect of the change of Ministry on the Prohibition question in Norway, and several press organs on the Conservative side seem to hope that the general Parliamentary elections in the latter half of October may bring the Conservatives back into power and kill the last traces of Prohibition in the country. The chief organ of the defeated Cabinet, the Christiania *Tidens Tegn*, maintains that the new Government is exceedingly weak, because it has to draw its support partly from the Socialist groups of the Parliament. "Its own party," this daily remarks, "numbers only one-fourth of the members of the Storthing, while the balance must be added from the Socialist and Communist parties. With this majority the Cabinet may be assured of support where new and costly reforms are concerned, whereas it is impotent in cases where it should defend the order and law of society. As soon as it attempts to solve any of the tasks which are now most urgent, it is dependent on the help of its opponents."

The organ of one of the Communist groups, the Christiania *Arbeiderbladet*, prefers the new Cabinet to the old, altho naturally it finds even the new one much too Conservative. More pleased is the organ of the Prohibitionists, the Christiania *Folket*, which jubilantly points out that four of the members of the new Cabinet are organized teetotalers. "We wish them all kinds of success," continues this journal, "and promise not to criticize them as long as they keep the promises that rest on a Prohibition Government." Equally content is the Christiania *Dagbladet*, the leading organ of the Left. It emphasizes the personal ability and strength of character of the individual members of the Cabinet, and points out that one of the Government's most important problems will be to create settled conditions in the labor market, thereby contributing to better economic conditions in the country at large.

The new Government has issued a declaration giving its political program for the future. According to this declaration the Government will work for an improvement of the public finances, for healthy labor conditions and social reconciliation, for guarding public law and order and for a policy of strict economy in the public administration. As to Prohibition, the declaration merely refers to the political program of the Lefts, which advises retention of the present Prohibition law until a general referendum has been held. The declaration is received by the Opposition parties in a spirit of surprize at its lack of positive traits. The Conservative Christiania *Morgenbladet* observes:

> "The declaration does not contain a sentence that might not have been put into the declaration of any Government. It does not touch upon any pending problem. It does not give expression to a single positive idea outside the broad general ones which during a number of years have been on the lips of all good people. However, this is far from being a reproach. On the contrary it will be felt as a security as long as the Government abstains from original ideas or actions."

NEW ZEALAND BANS CALIFORNIA ONIONS

NOT BECAUSE OF THE AROMA they raise, but because of the existence of foot and mouth disease in California, we are told, does New Zealand prohibit importations of onions from that State. The ban has excited so much adverse criticism in some quarters that the Auckland *Weekly News* comes out in defense of the measure and utters some sharp words to those who object to what it calls a "safeguard" for New Zealand farmers and "her most important industry, dairying." The chief officer of that country's Department of Agriculture, it informs us, is a veterinarian whose qualifications and standing in his profession make his opinion in this matter of more value than those of a thousand critics combined, and it adds:

> "He knows that in Britain, within the past two years, hundreds of herds of cattle have been slaughtered and instantly incinerated, regardless of quality, breed or value, in the desperate endeavor to check this disease, which had been imported from Europe despite rigid precautions. He knows that in the opinion of the world's highest experts this drastic proceeding is regarded as the only measure to adopt when the disease once gains a grip. He has experience and expert knowledge enough to realize what would be the result if such a campaign were necessary among the dairy herds of the Waikato or Taranaki. If by any neglect of possible precautions the disease entered the Dominion, he and his department would stand condemned by the farmer who suffered direct loss, and the community which suffered with the farmer. They would richly deserve condemnation. Having in the recent past prohibited the importation of oats, barley, maize, hay, straw and chaff from the United States, having refrained from placing an embargo on onions because none was being imported, the department has now added them to the list in the light of immediate necessity."

The adverse attitude over the embargo on onions is said by *The Weekly News* to be symptomatic of other campaigns under way, and it alleges that certain interests have been working for some time to obtain the removal of the duties on wheat and oats, especially oats. This newspaper admits a New Zealand shortage of oats and proceeds:

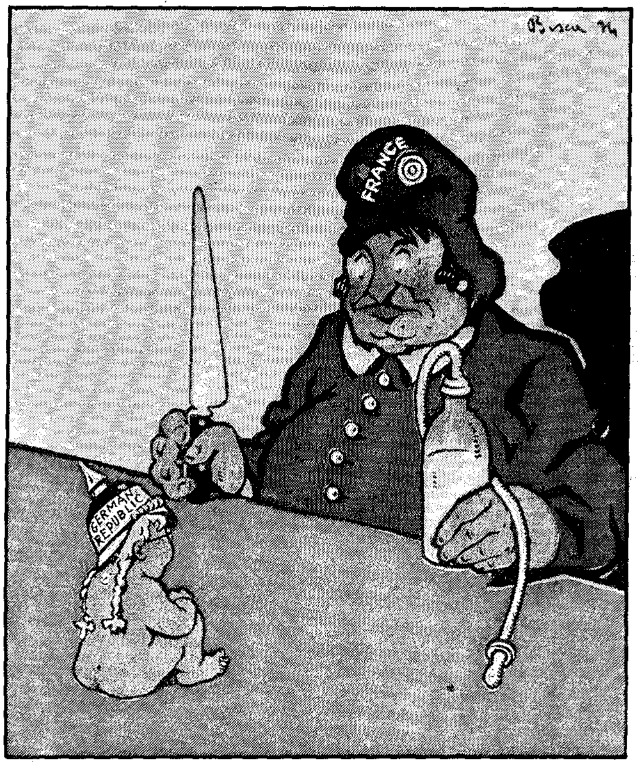
> "Last season was a bad one, so that the supply of New Zealand-grown grain was poor. Much that was sown throve so little that it was not worth threshing, being made into hay, chaff or ensilage. It is now suggested that because the grain-growers have had a bad year, they should lose the protection which would give them a chance to recover next season. The temporary removal of duty is proposed as a compromise. Grain, however, is not speedily perishable. If the duty were taken off until next harvest, enough might be imported and held in store to influence the market while the whole of the next crop was being offered. After what they suffered last season, the farmers would not be able to hold their grain until imported stocks were cleared. They would be at the mercy of the market."

We are next asked to note that the agitation comes not from the ultimate consumer, who might reasonably be expected to resent the duty, but from those who handle the grain in bulk, and we are advised that:

> "It is their influence which is being used to have the duty removed. In the past the Government acted unwisely in the endeavor to protect grain-growing. The wheat embargo is the chief instance. Those who urged its removal contended that the tariff protection should be sufficient for the grain-grower. *The Weekly News* gave that argument due emphasis. Now with the embargo gone, there arises an agitation for removal of the duties. This is going altogether too far. If secondary industries are entitled to the rich measure of protection they enjoy, primary industry can claim some degree of similar consideration. Yet when attacks on the tariff are made, it is almost always the protection of primary produce which bears the onslaught. The voice of the city is being raised against the country, whether the fact is realized or not. It is possible that New Zealand's production of wheat and oats is on the decline; possible also that ultimately free imports may be the best policy, but so far the evidence does not justify the agitation for the removal of the duty. The grain-growing farmer is entitled to it and the dairy farmer is entitled to all the protection against foot and mouth disease the country can give him."

THE DAWES PLAN AS A PEACEMAKER

FRIENDSHIP BECOMES POSSIBLE between France and Germany, according to some Germans, as a result of the working out of the Dawes plan. Indeed, we are assured by Dr. George Bernhard, editor of the *Vossische Zeitung*, that the London agreement between England, France and Germany marks the end of the long series of Franco-German squabbles and the defeat of the British policy of keeping France and Germany at loggerheads, which, he alleges, was inaugurated by the former British Premier, David Lloyd George. In an article published in the Vienna *Neue Freie Presse*, Dr. Bernhard alleges that "Germany and the reparations question have always been pawns in the political chess tournament between France and England," and he goes on to say:



AN ITALIAN OBSERVATION

FRANCE: "If I slay the youngster, who will pay me?"

—*Pasquino* (Turin).

> "The Treaty of Versailles itself is not the expression of French vengeance against Germany, but the embodiment of a Lloyd-Georgean idea. This idea was to make France dependent upon German payments to meet her war costs, and to give her the right of occupation and compulsion with regard to Germany, so as to keep alive Franco-German enmity. Thus it would be necessary for France to make political concessions to England in order to obtain the latter's assistance in France's dealings with Germany."

But, Dr. Bernhard declares, Lloyd George carried that policy too far, and with the advent of Poincaré, France decided to emancipate herself from the British political lead. So—

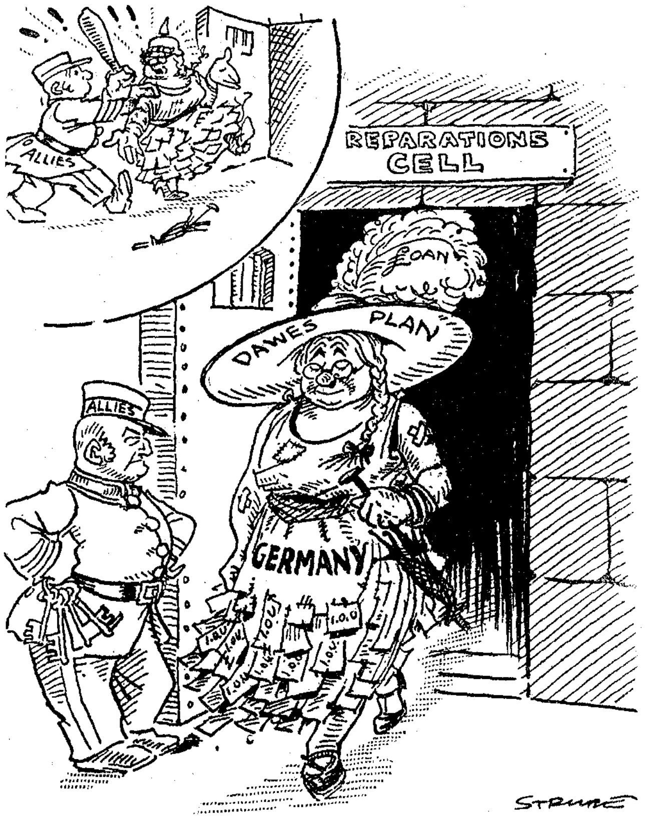
> "She occupied the Ruhr. The pretext by which the occupation was justified—Germany's failure to meet her obligations—was only a screen. The occupation was much more of a move against England than a blow at Germany. . . . At the same time France wanted to show Germany that the latter must not count on British assistance. As a consequence of the occupation, Germany had to be ready to enter upon direct negotiations with France."

Poincaré, however, made a great mistake, in Dr. Bernhard's view, by not accepting the hand that was held out to him from Berlin by Dr. Stresemann. His refusal to come to a direct understanding with Germany undermined his own position and was in contradiction to his anti-British policy. As to Poincaré's successor, Premier Herriot, we read:

> "He is nothing less than a promoter of Poincaré's policy, irrespective of whether his friends did once upon a time criticize the occupation of the Ruhr or not. The conference of London proves once more that French policy has triumphed over British policy, or, rather, that Poincaré has triumphed over Lloyd George."

At first sight, Dr. Bernhard avers, it may seem that France made the greater concessions in London. She consented to evacuate the Ruhr; and she lost her dominating position on the Reparations Commission. But we are assured that these are only seeming losses. The right of resorting to drastic sanctions with regard to Germany, he asserts, has never been the final aim, but only an instrument of French policy. Now that an international guaranty is given to her, France no longer needs that right. Thus it is apparent that—

> "Lloyd George's policy has suffered a terrific defeat in London The London agreement will frustrate the main object of the policy that was started by him and his friends, namely, to find in continuous dissensions on the European Continent some profit for the interests and for the large and petty needs of British imperialism. This is true because, if the London agreement is a success, it will entail an economic rapprochement between France and Germany and, consequently, the improvement of relations between these two neighbors. It will probably seem to many an English politician that the departure from Great Britain's traditional policy is too heavy a price to be paid to straighten out Lloyd George's foolishnesses. But MacDonald has been wise enough to have made that sacrifice. This is in harmony with his pacifist traditions based on the premise that England can get what she wants without spreading disorder and dissatisfaction on the Continent."



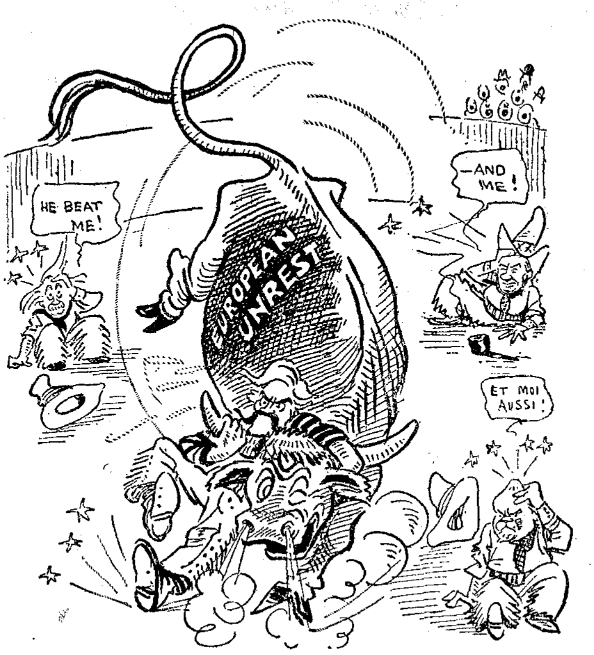
HER NEW HAT

According to the Prison Welfare Department of New York, a new hat provided for a girl coming out of prison restores her self-respect. The hat she wore when arrested "simply will not do."

—*The Daily Express* (London)

SOUNDING FREE TRADE'S VITALITY

PROTECTION WINS in most countries, especially since the war, we are told, and this despite the fact that lack of free exchange in trade is said by free-trade believers to be probably the chief impediment to the recovery of Europe and the world at large. The development of native industry has been the main motive of the fiscal policy of many countries since the war, according to an article in the London *Statist*, even when the circumstances ruling in such countries have been obviously unsuitable for such development. Protectionists, it goes on to say, have found a useful starting-point in the argument that the maintenance of certain industries is essential for the purposes of national defense. Nevertheless the indiscriminate adoption of protection is obviously bound to do serious injury to a nation's economic interests, we read in this apparently pro-free-trade article, because the industries favored by local conditions are forced to carry the burden imposed by their weaker brethren. Furthermore it is noted that:


HE BEAT ME!
—AND ME!
EUROPEAN UNREST
ET MOI AUSSI!

"WILL HE ALSO BE THROWN?"

—*Daily Express* (London).

> "Once a protective policy has been adopted, great difficulty is always experienced in securing its relaxation. Apart altogether from the opposition of the trade interests concerned, government, on account of the manifold responsibilities it has now assumed, finds it almost impossible to dispense with any source of revenue. A realization of the danger of this tendency of government—a legacy bequeathed in main part by the war—is growing steadily in this country, but its arrest can only be achieved when the Liberal and Conservative parties energetically resist any further schemes aiming at a large expenditure of public moneys."

Attention is then called to the International Free-Trade Conference, which meets in London on September 29, and is being held "at a time when it is recognized that the ruin of one country involves the ruin of all." This contributor to *The Statist* cites the resolution of the International Free-Trade Committee—"That the removal of the existing high-tariff barriers is essential to that great expansion of international trade needed to maintain the solvency of the greater part of the world and to permit of the liquidation of the vast international debts existing between all nations, and especially between the nations of Europe"—and assures us that it has already met with a considerable degree of approval. The resolution has been indorsed by organizations representing twenty millions of people, we are told, and forwarded to the League of Nations, but—

> "The League, unfortunately, is not in a position to express any opinion on the merits of the resolution, as it can only constitutionally deal with the matter of tariffs when called upon to do so officially by one of its constituent Governments, and the Committee has, therefore, rightly asked its supporting organizations to memorialize their Governments either to request the League of Nations to hold an inquiry into the question of tariffs, or to support such action if taken by any other Power."

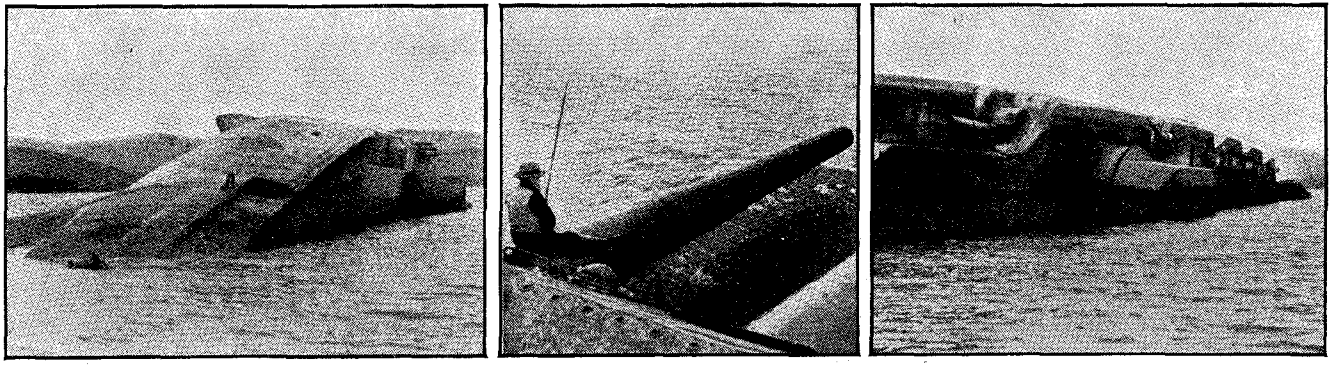
In a glance at the progress of tariffs in the past months, we are reminded that:

> "Holland strayed slightly last year from its adherence to free-trade principles. The 'Shoe law' authorized the Government, in the first place for half a year and then again for another half-year, to prohibit the import of shoes, in some cases, however, allowing an import provided a similar quantity was bought from the Dutch manufacturers. The law, of course, benefited the Dutch shoe manufacturers, but seems to have imposed a severe burden on the country at large, as the price of shoes, which fell about 15 per cent. in that year in Germany and other countries, remained stationary in Holland.
>
> "The year 1925 will bring to an end 'the most favored-nation clause' of the Treaty of Versailles, and Germany will regain freedom to sign peace treaties. It is anticipated that German protectionists only await this moment to demand high protective barriers, but the *Deutscher Freihandelsbund*—the policy of which has already won the support of the *Berliner Tageblatt* and the *Frankfurter Zeitung*—hopes to be in a position to check this movement. The Bund has already succeeded in securing the abolition of the license fee for journeys abroad.
>
> "Even in Norway opinion is not whole-heartedly in favor of protection. It is true that only six of the twenty-two members of the Tariff Commission which reported in 1923 were free-traders in principle, but twelve of the majority in favor of increased protection stated that: 'Within our group there are divergent views about the benefit of protective duties generally, and their application to our country specifically. Some members of our group favor moderate protection; others are inclined to think that, apart from purely fiscal duties, free trade and the international distribution of labor following it would be the best in principle.' It was stated by a prominent industrialist that the Norwegian export industries suffered greatly from the high costs of everything consequent upon all-round protection, while they were obliged to pay wages on the highest level."

As regards Italy, we are informed that free-traders are congratulating themselves on the recognition of the Italo-French Convention, whereby France has reduced her hitherto almost prohibitive duty on Italian silk yarns, and Italy has greatly reduced those on French silk yarns. Thus, it is argued, almost complete free trade in silk tissues is established in the two countries, and we read:

> "A relaxation in the Fordney Tariff may follow a Democratic victory at the forthcoming Presidential election in the United States. American farmers, who number about 6,000,000, are beginning to realize that the prices for their large productions are fixt in world markets, and that anything which interferes with the importation of European goods, through which payment is to be made for American products, must interfere with the sale of the latter.
>
> "As regards Australia, manufacturing industry, tho protected by an almost prohibitive barrier, was recently reported by a trade representative as making but slow progress. The reasons assigned are a practically stationary and relatively small home market, which, together with the high costs of production and distribution, renders a large export trade for manufactured goods almost impossible.
>
> "In Canada the total vote at the last General Election showed only a little over one million for the high-tariff policy enunciated by the Conservatives, against a vote of over two millions in favor of the lower tariffs advocated by Progressives and Liberals. According to the Canadian Premier, the policy of the Liberal party is proceeding step by step toward the goal of greater freedom in matters of trade, never imposing a duty for protection's sake, but always acting on the principle of a tariff for revenue purposes only."

SCIENCE - AND - INVENTION



ONCE THE KAISER'S PRIDE—THEY WILL NOW BE FLOATED, SCRAPPED AND JUNKED

Some of the German warships scuttled in Scapa Flow. They are now to be raised and the materials sold after the ships are scrapped. Here are shown two battle cruisers lying on their sides in the mud, and in the center a peaceful angler making good use of one of the guns of the *Hindenburg*.

RAISING THE GERMAN FLEET

WORK HAS BEGUN on the ambitious scheme to raise the German fleet, scuttled June 21, 1919, at Scapa Flow. If it proves successful, the raised vessels are to be broken up and sold as "scrap." Clair Price, writing from London to the New York *Times*, says that even the teak lining of their armor-plate will be salable, for it can be used in the making of parquet flooring. Operations, Mr. Price tells us, are still in an experimental stage. The British Admiralty has sold two of the scuttled battle cruisers, the *Hindenburg* and the *Seydlitz*, each of 27,000 tons, and twenty-four destroyers, presumably of 1,000 tons each, to the London iron and steel firm of Cox & Danks. The vessels have been sold as they lie, on the bottom at Scapa, and the only proviso which the Admiralty has imposed is that, if raised, they are to be broken up in the United Kingdom. We read on:

"The purchasers expect to know before the year ends whether or not it is possible to raise the vessels they have bought. That they believe it is possible is shown by the fact that they have already spent the equivalent of $150,000 on preparations to raise them. If it does prove possible, the rest of the scuttled ships are to be raised. How long this will take is problematical. It may easily run to eight or nine years.

"The *Hindenburg* and *Seydlitz* have been chosen because of the positions in which they lie. If it proves impossible to raise the *Hindenburg*, the project of raising any of the big ships will have to be abandoned. The *Hindenburg* lies on an even keel in sixty-six feet of water, its turrets, guns and funnels above water, its main deck awash at low tide. The *Seydlitz* presents a more difficult salvage job. It lies on its side, about a third of it in sight above the water.

"Ever since they were scuttled, five years ago, these German ships have figured intermittently in the proceedings of the Reparations Commission and the Supreme Council. The Council agreed in principle that they should be raised and broken up, the proceeds to be divided among the Allies. The proportion which each Ally was to receive, however, has never been decided upon, and the Admiralty's present action has been taken upon its own initiative, the proceeds going to the Admiralty itself.

"The contract under which the purchasers have begun work involves the raising of more than 60,000 tons, one of the biggest salvage jobs ever undertaken, and one of the most difficult.

"Two divers began an examination of the *Hindenburg* in June. They found it still intact, even to the bunks in the officers' rooms and the champagne bottles in the ward-room. Five years of submersion, however, had made the big battle cruiser a jungle of seaweed, barnacles and mussels. Seaweed was found trailing to fifteen-foot lengths throughout the ship. Sand and mud had drifted through the portholes in huge heaps. The ship was known to be in very bad shape when it was surrendered in 1918, and it was approaching the 'scrap' stage before it was scuttled.

"The first operation in the process of its raising is to be the closing of all its sea inlets with wooden plugs and concrete and metal patches. This will not be an easy task, for the purchasing firm has no plans of the ship, and the divers will have to burrow down into the shingle under its engine-room to locate its seacocks.

"When all inlets have been plugged up, a steel tube six feet in diameter is to be sunk to the main deck and bolted down. A hole is then to be cut through the deck with electric torches, and similar holes are to be cut through the lower decks until the bottom of the big cruiser is reached. When each deck has thus been cut through, electric pumps capable of lifting 5,000 tons of water an hour are to be lowered into the vessel, and the work of pumping out will begin.

"Whether the divers have succeeded in finding every sea inlet will then be ascertainable. If the pumps are found to make no impression on the water in the ship the hull will have to be searched again for inlets. The task has considerable danger, for barnacles and mussels are sharp, and loose wreckage when disturbed sometimes rises violently.

"Once the cruiser begins to lift of its own buoyancy its weight will be thrown upon its watertight bulkheads, and it remains to be seen whether the Germans succeeded in damaging these before they scuttled the ship. If the bulkheads hold, the ship is to be carried toward shallower water on each tide until it is in convenient position to be floated normally. The chief difficulty in this process is that the heavy top weight of the guns and turrets may make it impossible to keep the ship on an even keel. As soon as it can be settled in shallow water all the heavy top hamper is to be taken off."

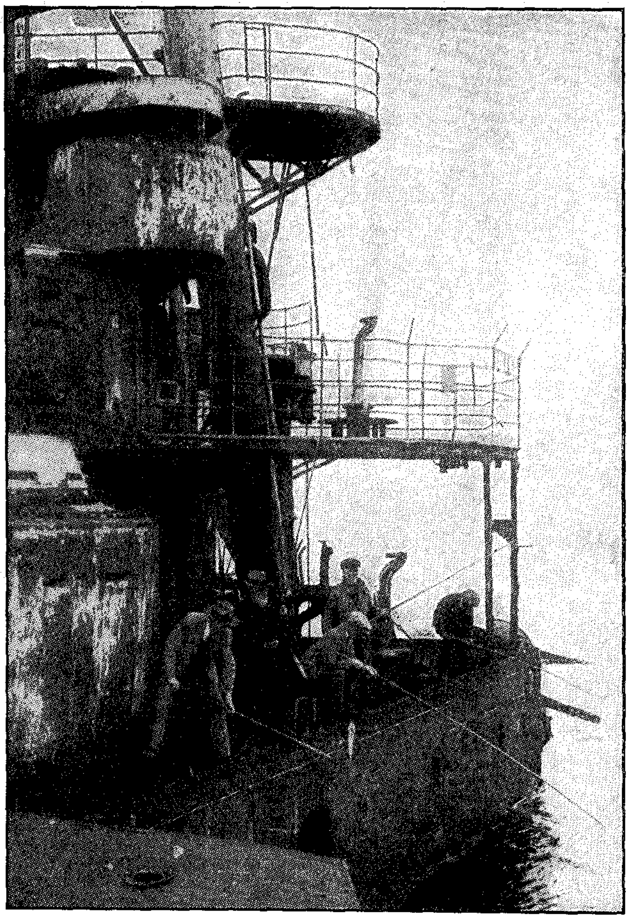
E. F. Cox, managing director of Cox & Danks, is reported by Mr. Price as saying that the *Hindenburg* will be the biggest and finest pontoon they could want to raise the other big ships. In his opinion the *Hindenburg* is the crux of the problem. If it can be raised, he believes the problem of raising the other big ships at Scapa Flow will virtually be solved. To quote further:

"The twenty-four destroyers are expected to prove a much simpler undertaking. Some time ago Cox & Danks bought from the Admiralty the big floating submarine dock which the Germans surrendered at Harwich. This 400-foot dock was towed to Scapa Flow and cut into two pontoons, each of them 200 feet long and each equipped with its own machine-shop. The plan was to range these two pontoons, one on each side of a scuttled destroyer, to fasten steel cables beneath the destroyer's hull and heavy lifting hooks in its portholes, and to haul it bodily to the surface with the winch gear. With an even break in the luck, it was hoped that a couple of days would suffice to bring up a destroyer in this fashion, but thus far luck has broken badly.

"The destroyer *V-70* was chosen for a start. Its funnels and masts were taken out, its bow and stern were lifted alternately, and heavy tackle was passed around its hull. The winch-gear had begun to lift it bodily from the bottom when a cable snapt under the tremendous dead weight. Three more cables parted immediately and later the last two cables gave way, their broken links raking the decks of the pontoons like shrapnel and sending the workmen rushing for cover. Mr. Cox said afterward that he had succeeded in lifting the destroyer seven feet off the bottom and he hopes to make another attempt in a fortnight's time.

"Work is beginning also on another destroyer. Here the process will be different. Concrete barges have been placed on both sides of the sunken vessel, the two barges connected by heavy steel girders to which the lifting tackle is attached. It is planned to haul it taut at low water, allowing the tide to lift barges, tackle and submerged destroyer so that the whole works can be towed toward shallow water.

"About 70 workmen are now engaged at Scapa Flow. Before winter interrupts work it is planned to have 100 men on the job."



NEW USES FOR OLD WARSHIPS

The upper part of the *Hindenburg*, sunk in the shallows of Scapa Flow, furnishes an excellent place for fishing. But this will soon be terminated by the contractors who are to raise it and break it up.

TOLL ROADS AGAIN—The almost forgotten toll roads have been revived in some localities, we are told in *The Engineering News-Record* (New York). In Europe those are trunk roads exclusively for motor-vehicles. England has been discussing several projects, the most notable being the London-Birmingham road, 100 miles, to be paved with concrete fifty feet wide.

"A more important example, from the fact that it is proceeding rapidly with its construction, is the fifty-five-mile Italian *autostrada*, which like the proposed London-Birmingham highway, is concrete paved. Both are toll roads financed and operated by private interests with government sanction, and in a limited way, government aid. Particularly three things are outstanding as characteristic of these foreign road developments: They are routes wholly separate from existing highways; they are speedways, i.e., paved roads without grade-crossings, and they are private commercial enterprises. It is barely possible that some last-century American toll road still is operated; if not, the nearest similar highway in the United States is the recently completed Conners toll road through the Florida Everglades. An article describing the Conners enterprise will be published soon. Here it will be noted that, unlike the British and Italian projects, it is a general traffic route and not of speedway construction, but, like the foreign highways, it is a commercial enterprise operating under State sanction for profit. These three enterprises suggest the possibility of the revival of the toll road to meet other pressing conditions of highway traffic."

STRENGTHENING STONE WITH SULFUR—Tests made at the Bureau of Standards, says *The Compressed Air Magazine* (New York) show that by simply soaking sandstone in melted sulfur, and then allowing the stone to cool, the crushing strength of the stone is increased from 200 to 300 per cent.—making it in this respect equal to granite. We read:

"Sandstone is porous; and if immersed for a sufficient length of time in the molten sulfur the latter soaks all through it and hardens there as the stone is cooled."

USING A NAIL AS A COMPASS

IF YOU HAPPEN TO BE LOST in the woods without a compass you can readily find your direction provided you have an iron nail in your pocket, according to Dr. A. Kiesel, who tells how to do it in a recent number of *Kosmos* (Stuttgart). Steel tools are frequently markedly magnetic. Soft iron is not supposed to be so, but his experiments with ordinary nails, altho these are usually made of soft iron, show that almost without exception these are magnetic, tho but feebly. He says:

"If one floats a nail upon water its magnetism is sufficient to make it take a north-south direction like the compass needle. A nail of considerable length should be chosen and thrust through two bits of cork, one at either end, and then laid on water. At first it will be pulled about by the currents in the water, even when these are weak. But as soon as it comes to rest it will gradually take the north-south position, altho one must often wait several minutes for the north-south direction to be assumed."

Dr. Kiesel reminds the reader that the direction taken is not the true north-south line, but is parallel to the line drawn between the magnetic poles. He proceeds:

"It has long been known that a steel rod lying in the direction of the terrestrial magnetic lines of force becomes permanently magnetic if while in this position its upper end is beaten with a hammer.

"When this is done the lower end will possess north magnetism while the upper end will exhibit south magnetism. When placed in other positions before being hammered it will become less permanently magnetic, according to its deviation from the lines of force. I found that the same thing was true of ordinary nails, tho these are mostly made of soft iron; and since these while being produced in a nail machine incidentally receive a very violent blow, we have a simple and probable explanation as to why they are magnetic. At the same time we perceive that it is easy to make nails magnetic which happen to be non-magnetic—namely, by a few smart blows with a hammer, while holding them against a solid surface and in a direction parallel to the lines of force of the earth. If one does not happen to know the way these run, one needs only hold the nail perpendicular to the earth. Since its lower end will then acquire north magnetism, it will turn to the north when allowed to float upon water. If the position of the nail be reversed and the hammering repeated, the magnetic poles will change, the north becoming south and the south becoming north."

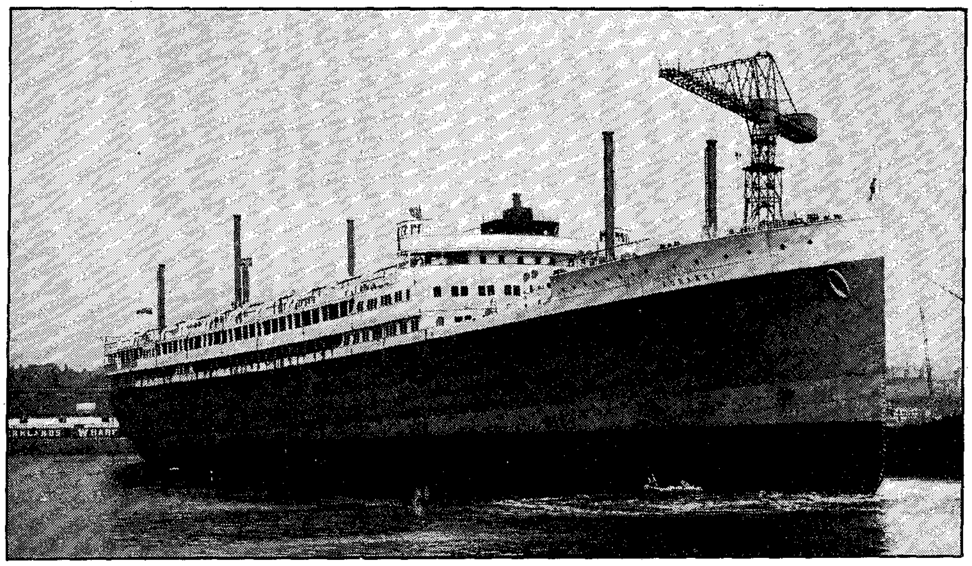
In conclusion Dr. Kiesel says that not only nails but ordinary sewing-needles and knitting-needles, and even pieces of iron wire, are magnetic and can therefore be used to determine the north-south line; while these things, if they are slender enough, can be floated without the assistance of a cork. He says:

"If such articles (which must be quite dry) are allowed to fall in a horizontal position upon the surface of water, from as short a distance as possible, they will not sink but float upon the surface. They can thus be employed to determine the north-south line, but which end is which can not be found, since they will not stand hammering."

THE WORLD'S LARGEST MOTOR-SHIP

BEFORE THE END OF THE YEAR the *Aorangi*, the largest and fastest motor-ship yet built, will sail on her maiden voyage across the Atlantic, and thence to Vancouver to take up regular service between that port and Australasia. She will have a Diesel machinery installation nearly three times as powerful as that in any existing motor-ship. These facts are from a descriptive article by the London correspondent of *Marine Engineering* (New York), parts of which we quote as follows:

"The *Aorangi* was launched recently from the yard of the Fairfield Shipbuilding and Engineering Company on the Clyde. She is 600 feet in length, with a beam of 72 feet, the displacement being 23,000 tons.



By courtesy of *Marine Engineering* (New York)

THE *AORANGI*, DIESEL-DRIVEN, LATEST WORD IN MOTOR-SHIPS

Soon to go into regular service between Vancouver and Australasia. She is 600 feet long, displaces 23,000 tons, makes 17 knots and can carry 950 passengers and 400,000 cubic feet of freight.

"There are to be four sets of engines, each developing 3,250 horse-power at 125 revolutions per minute. They are of the Sulzer type, each with six cylinders. It is of interest to make a comparison with a similar steam vessel. Maintaining an average speed of seventeen knots, the total fuel consumption of the *Aorangi*, including that required for the operation of all the auxiliary plant, should not exceed sixty tons per day. It is estimated that an oil-fired geared turbine steamer for the same service would consume 2½ times as much oil, and that, in order to provide equal passenger and cargo accommodation, a vessel some 25 feet longer would have to be constructed.

"In spite of the fact, therefore, that the propelling machinery of the new liner is much more expensive than corresponding steam turbines and boilers, the overall cost of the complete vessel, based on similar carrying capacity and speed, is not very greatly in excess of a steam-driven liner. In this connection, it is an interesting fact that when a new 15,000-ton, 15-knot liner was required by the Rotterdam Lloyd Steamship Company, it was found that the motor-vessel would cost $200,000 more than the steamer, and the order was eventually placed for an oil-engined craft.

"On the *Aorangi* there will be accommodation for nearly 950 passengers in all, and there will be cabins for 380 first-class and 284 second-class passengers, in addition to a number of interchangeable cabins which can be utilized for first- or second-class as circumstances warrant. All the passenger accommodation will be arranged on the main, upper, lower, shelter and promenade decks, and in the holds there will be space for over 400,000 cubic feet of cargo, of which about one-quarter will be for refrigerated produce.

"The steam and electrical auxiliary machinery will be located in a special auxiliary engine-room forward of the propelling engine-room and separated from it by the fuel tanks, which will have a total capacity of nearly 3,000 tons. All the winches are steam-driven, as well as a considerable proportion of the engine-room pumps, while steam heating will be provided."

A SENSATIONAL RADIO INVENTION

THIS PHRASE IS USED by Hugo Gernsback, editor and proprietor of *Radio News* (New York), to describe what he calls the "crystodyne principle"—namely, the employment of an oscillating crystal to replace the vacuum tube now in use. Altho still in the laboratory stage, this method has been greatly improved of late in Russia, and Mr. Gernsback predicts that "an entire revolution" is to take place in the radio industry through it. He writes:

"Real radio inventions are very scarce these days. As a rule, the latest radio sensation proves to be an adaptation of something that existed before, worked into a novel form. When we, therefore, speak of a sensational radio invention we are aware of the fact that we are using a pretty strong term. Nevertheless, we mean just that. We refer to the epoch-making invention of Mr. O. V. Lossev of the Government Radio Electrical Laboratory of Russia.

"Stated in a few words, the invention encompasses an oscillating crystal. A special form of crystal in a special arrangement is now made to oscillate just exactly as does a vacuum tube. It is now not only possible by means of this invention to receive radio impulses, but to generate and transmit radio waves as well, all by means of the little crystal. In other words, the crystal now actually replaces the vacuum tube. That this is a revolutionary radio invention need be emphasized no further.

"Mr. Lossev has gone quite deeply into the problem and has solved all the difficulties that lay in his path in a very brilliant manner.

"Two of the greatest German authorities, Count Arco and Dr. Meisner, recently visited Mr. Lossev's laboratory. They not only marveled at Mr. Lossev's invention, which is as novel as it is simple, but they were also greatly astonished at the youth and talent of the inventor.

"From what has been said it will be understood now that the oscillating crystal which *Radio News* has termed the crystodyne principle can be used in exactly the same manner as any existing vacuum tube. We can not only detect with the crystal, but we can also amplify with it. We may use any number of them in various circuits in order to bring in great distance or to obtain greater power, the same as we do now with the multiple tube sets. In a short time we may speak of three or six crystal sets, the same as we speak now of a three or six tube set.

"Just as we can transmit radio impulses by means of continuous waves using the vacuum tube, we can now also transmit with the crystodyne, and, as a matter of fact, a number of students in Russia have actually sent messages with such sets as we have described over distances of more than three-quarters of a mile during the past few months.

"The oscillating crystal explains now how some radio experimenters have been able to obtain such remarkable long-distance records with crystal outfits. It would seem that wherever these records were made, the crystal actually oscillated in one way or another without the user being aware of it.

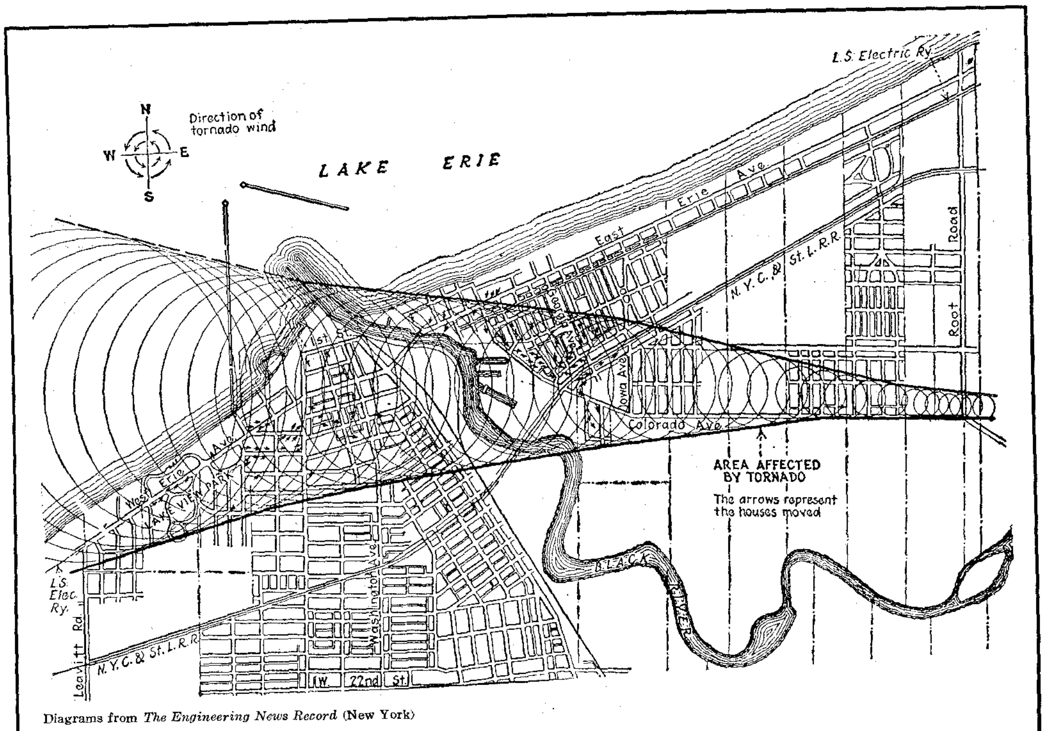
"While at present only the crystal zincite in connection with a steel point gives the real results, there is no question but that other combinations will be found that will work even better. The thousands of friends of the crystal, when they get busy, will in time, no doubt, find the correct measures to produce oscillations from other combinations.

"That the radio industry is due for an entire revolution through this invention, there seems to be no question. But like other revolutionary inventions, the revolution, as a rule, does not come over night. It will take many years for the crystodyne principle to be adopted in our radio sets. Three to five years may be necessary before that is brought about.

"Right here we must sound a note of caution. It must be understood that, for the present, the invention is practically confined to the laboratory and the up-to-date experimenter. It has not become perfected sufficiently to enter into the commercial stage. This lies in the future. As wonderful as the invention is, it still has all the troubles and weaknesses of the crystal. Once the contact is adjusted the crystodyne works well, but a knock or jar may put the circuit out of commission. For surety of operation the vacuum tube today is supreme. It may take many years for the oscillating crystal to be perfected in such a manner that it will supersede the vacuum tube, but we predict that such a time will come.

"In the meanwhile, the Seventh Heaven has been opened up to all dyed-in-the-wool radio experimenters."

THE SHAPE OF A TORNADO



Diagrams from *The Engineering News Record* (New York)

THE TORNADO'S PATH ACROSS LORAIN

The width of the damaged area was 6,000 feet at the west end of the city, 500 feet at the east.

THE TORNADO THAT DESTROYED LORAIN, Ohio, was over a mile wide when it struck that city. Its area gradually contracted until, when it passed off, it was only about five hundred feet across. This is explained by C. C. Miller, city engineer of Lorain, in a report made for *The Engineering News-Record* (New York), as due to the fact that the damaged area represented a cross-section of a gradually rising funnel. The accompanying diagrams show how the whirling vortex sprang into the air as it swept over Lorain until finally only its narrow tip was engaged in the work of destruction. Says the paper named above:

"The tornado was of the usual funnel shape: it had a breadth of some 6,000 feet at the western limits of the city and only 500 feet at the eastern limits. Uniform contraction of the width occurred, judging from damage done, between the east and west ends of Lorain. Tho the magnitude of the tornado can be traced by following the path of destruction, Mr. Miller reports that no structural facts concerning tornado damage are possible, for 'what was proven in one block was disproven in the next,' and that, as most of the buildings destroyed were residential, these were either blown from their foundations by the direct thrust of the wind, or 'exploded' because they lay within the vacuum areas of the tornado, or were lifted vertically."

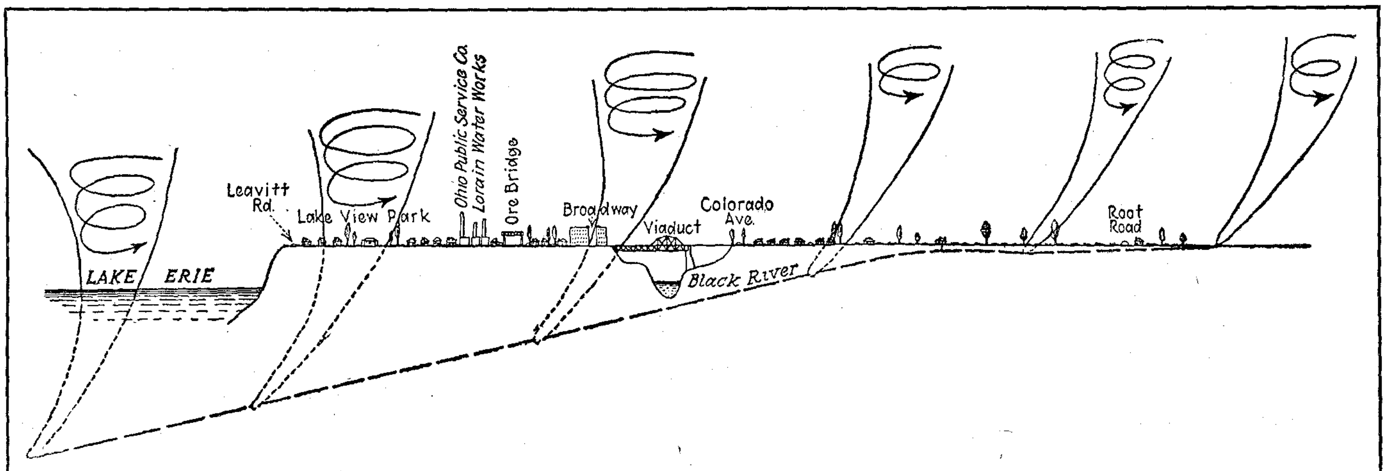
Parts of Mr. Miller's report follow:

"There is no other conceivable shape which would leave a path 6,000 feet wide at the westerly limits of the city, and 500 feet wide at the easterly limits, which path uniformly contracted between the two points. And there is no way that a funnel-shaped tornado would leave such a path without gradually rising or falling in the direction, respectively, of the smaller or larger area.

"After surveying the types of failures it is found that, in general the exploding buildings lay both along the center line of the storm and along the outer edges. This would seem to indicate a vacuum extending through the center of the whirling mass of air and one immediately outside of the whirling mass.

"The houses in the westerly section of the city were moved practically all in the same direction. This is due to the large diameter of the storm at this point. On the easterly side of the city, where the diameter was small, the tail of the tornado alone was the effective part. Here the buildings were moved in nearly every direction.

"The proof that the storm was a whirling mass of air is shown by the fact that furniture and smaller buildings were first thrown to the north and immediately houses and buildings were demolished by a stronger wind coming from the north. The wind when moving in the same direction as the storm, was very much more intense than when the wind traveled in a direction opposite to that of the storm."

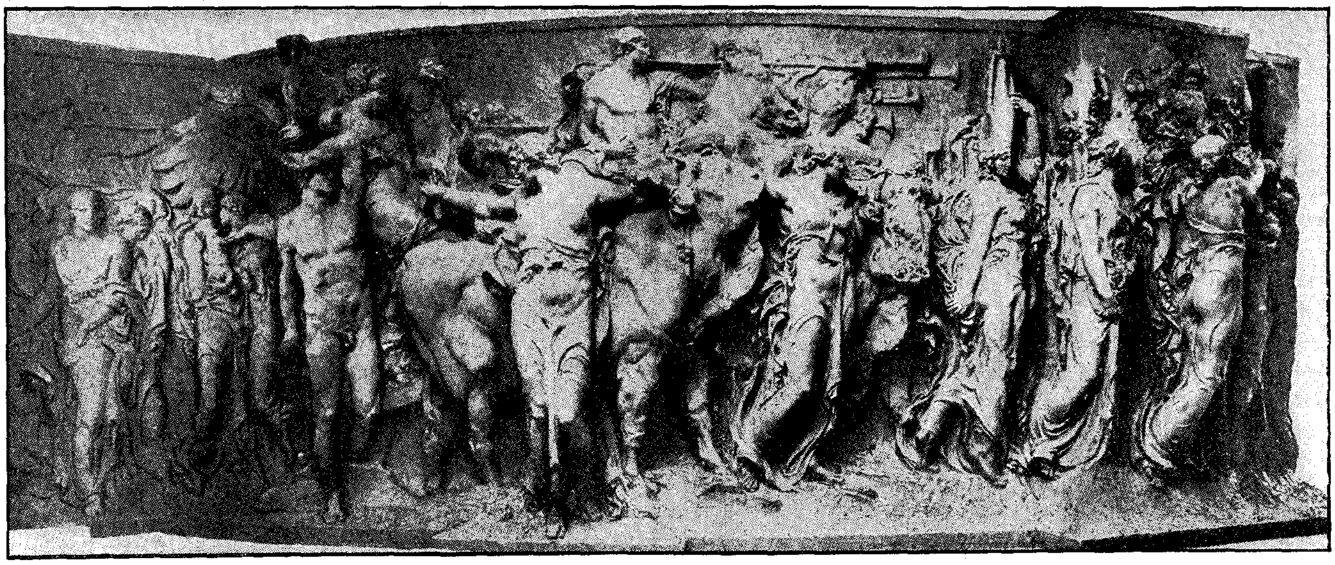


HOW THE FUNNEL-SHAPED TORNADO ROSE AS IT CROSSED LORAIN

This shows why the maximum damage was done at the west end of the tornado's path, constantly diminishing until there was no ground damage outside the city on the east.

LETTERS AND ART

LITERATURE DRAMA MUSIC FINE-ARTS EDUCATION CULTURE



From *The Graphic* (London)

BACK TO THE "ITALIAN FOUNTAIN-HEADS OF CLASSICAL TRADITION"

An effect of the war on the Italian sculpture in one of Angelo Zanelli's bas-reliefs on the Victor Emmanuel monument in Rome.

ITALIAN ART SINCE THE WAR

ITALY HAS NO NATIONAL ART like that of France, England or Spain. Instead her art is regional; and her hundred cities have, from century to century, produced art that is more "regional" than national. A writer in the London *Graphic* starts to inquire what effect the war has had on Italian art, and is confronted at the outset by this fact of its remarkable diversity, which even the Great War did not alter, tho it may have given to it a new unifying spirit. Lina Waterfield quotes Ugo Ojetti as saying of his country: "Our political unity is a harmony of voices, not a monotone," a statement that also applies to Italy's fine arts. Art in the Italy of to-day has to go it alone, so to speak, for we are told that "the Fascist Government, which stands to symbolize all the aspirations and vindications of victorious Italy, shows no sign so far of patronizing the arts." Reading further in Miss Waterfield's article:

"In one of his first speeches as Premier, Mussolini said that he had been only twice into a museum, implying that he hoped they would be his last visits. No doubt he meant to inform the world that Italy was no longer 'an art museum,' kept for the delectation of foreigners, who too often ignore the vital forces at work in the Fourth Italy. Considering the number of friends he has among once famous Futurists, it would be inaccurate to say that Mussolini takes no interest in modern art; and as he opened an exhibition at Milan of twentieth-century artists he must be familiar with a young generation of painters and sculptors who are as busily employed at an important work of 'reconstruction' as any Fascist Minister. What is more, the present direction which their art has taken is as much a direct product of the war as was his own march on Rome in October, 1922."

In the second half of the nineteenth century, we are reminded, Italian painting began to free itself from the spell of the antique, "which had degenerated into abstract, academic works of art." The modern painters are little known outside Italy, because their work is largely absorbed by their native land. Nevertheless:

"Such pioneers as Morelli, Palizzi and Michetti showed the way to the realists at Naples, the home of Mattia Preti, Luca Giordano and Salvator Rosa. At Rome Mario Costa, the great friend of Corot and of Leighton, started a school which delighted in vigorous chiaroscuro. In Tuscany, Fattori tempered the cruder, and rather theatrical, realism of the Neapolitan school with his limpid, well-defined Tuscan style. In Lombardy, the region of a mitigated romanticism, Domenico Induno created the *genre* picture, while Cremona and others painted studies of figures in penumbra, still under the spell of Leonardo da Vinci in his Lombard mood. Their art often suffered from an insistence upon the virtue of truth in art, and, as a result of pedantic accuracy, figures looked as tho they had been merely placed in the landscape, much as the eye sees them, but not as the mind makes its selection out of passing visions and conceives a subject."

The men who went to the front in 1915 were still under the spell of these various realist schools and of French impressionism. "Pre-war and post-war Italy, in the fields of art and politics, has each changed method and style more than personality." However:

"The war could not change a man's nature any more than the hurricane changes a poplar tree into a cedar; but artists like Zanelli, Andreotti and Carena, who were a long time at the front, found it necessary on their return to their studios to review their positions with regard to art, and, in some cases, to begin again. As Ugo Ojetti says very strikingly:

" 'If nothing else, the war was a long journey among a varied humanity, not always beautiful or heroic, but often tragic and sometimes heroic; and it is hardly surprizing that something more fruitful and memorable should come out of such a journey than out of the usual travels to Rome, Paris, Venice or the East, to which historians of art are wont to attribute so many miracles and conversions.'

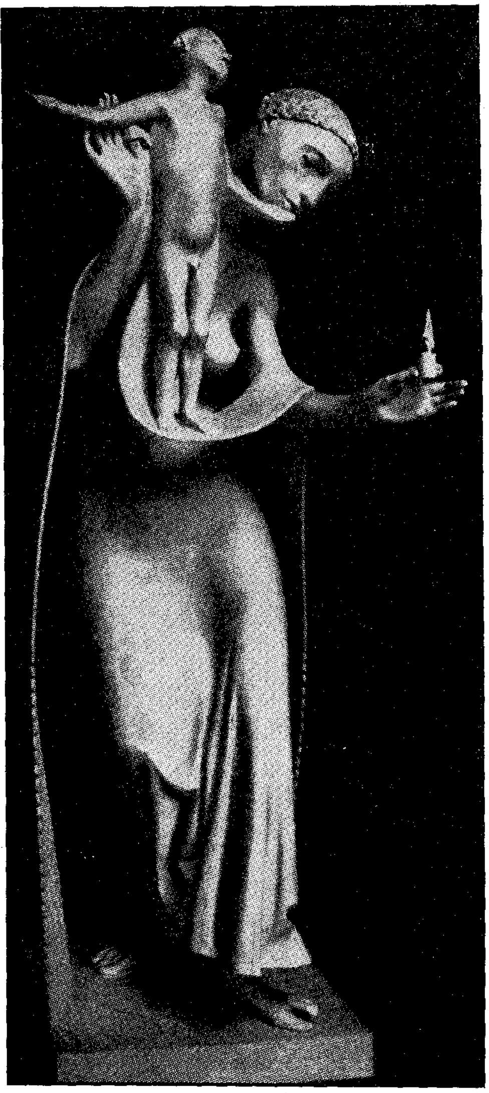
"The artists who returned from that strange war upon the Italian front, a war not only against Man but against the Mountain, where sometimes the Mountain defeated Man, brought back a precious gift in place of the youth and of much else they had lost. It was the power to dominate sensation by mind—they thought first and felt afterwards. Escaping from the old ties of realism and impressionism, they were drawn irresistibly back toward Italian fountain-heads of classical tradition. There was no servile imitation, but they began to form a new school for finely balanced composition. So that, if Italy has not produced any 'war pictures' in the strict sense of the term, and did not even attempt to portray her awe-inspiring Alpine war-zone, she may succeed in revolutionizing her art in a way that has not happened in other countries.

"Angelo Zanelli learned his craft as a marble quarryman, and later formed his artistic education in museums of antiquity. He won the competition for the National War Memorial on the Campidoglio at Rome (*L'Altare della Patria*), and amazed every one by preparing a hundred *gesso* figures more than eighteen feet high, in six months; but he had taken sixteen months to work out his design. He is still at work upon the eighty meters of marble bas-relief. The upright, austere figure of Rome, already *in situ* as the central motif of the memorial, gives us a sense of mystery and power, revealing how Zanelli has been able to graft classical tradition upon the modern school without loss of originality or of vitality.

"Libero Andreotti is another promising sculptor fashioned by the war, but he first learned to work in a Tuscan forge, arriving at art through manufacturing simple objects for the laborer, as many of the old masters did, and he received his first impressions from the sculpture of Jacopo della Quercia at Sienna, Donatello at Florence, and from classical remains in Sicily. He found work in Paris after the war, and executed two bronze nudes for Charles Stern. In England he designed a balustrade for Sir Philip Sassoon's house near Hythe. His bronze war memorial at Roncade, in the Veneto, is splendid in composition and workmanship. Such a subject as Victory, with outspread wings, raising the dead soldier from the field would have dangers for some 'less vigilant in face of reality'; perhaps his Tuscan nature saves him.

"Baccio M. Bacci paints men and women in a Tuscan landscape in a way which satisfies the mind as well as the eye, suggesting Andrea del Sarto. Felice Carena is another of this very remarkable group of painters as being, perhaps, the most richly endowed painter in Italy. He shed the early manner of romantic pageantry, to which he had been addicted, after the war, when he emerged from the great ordeal with markedly keener vision and surer touch. Prepared for a pre-war Carena, people were surprized to find so much simplicity in the picture which he exhibited at Turin in 1919—and which attracted much attention—'Peasants in the Sun.' Moving always nearer to the restrained teaching of Giotto and Pier della Francesca, the artist painted 'The Swineherd,' in which a man is seen enveloped in a mantle and leaning against a tree as he gazes out at his bare mountains. Finally he produced 'La Quiete,' in which a naked woman is seated among a group of peasant children in the mellow sunshine, in which the painter succeeds in communicating an enduring sense of harmony and tranquillity. Altho it was by many characterized as a little masterpiece when it was exhibited two years ago at Venice, because of its successful treatment of light and form, there is, on the other hand, a certain lack of unity in the composition, showing that Carena has not yet quite reached port, altho he is, at any rate, now well in sight of land, and clear of many rocks. . . .

"As a rule, the works of artists which come on to the market are quickly bought up and repatriated; even more, their value automatically increases. This chaining of talent to native haunts has always been hurtful to the fame and purse of the living artist, and the war has shifted neither studios nor markets. But, on the whole, Italy has been less affected than other countries, as she has always relied chiefly upon her home market."


WAR BANISHED REALISM

In Italian sculpture, as this, "Death the Foster Mother," by Alfredo Wildt, shows.

THE "COLUMN" SHAKING

HAS THE KNELL of the "colyum" sounded? Is it a journalistic form that has used up all its natural sustinence, and is now turning to feed upon itself? Don Marquis announces that he is about to give up humor. He does not say that he will also give up the column; but confesses that while he may "drag along" for a while yet, he will be "hating it all the time." This confession he signalizes as his first use of the ego in his column; his own practise having been to avoid the example of "the hybrid, half-literary creatures known as Columnists to indulge in Personal Compassions . . . Heywood Broun, Frank Adams, Burton Rascoe, and others, are writing thousands and tens of thousands of words about themselves, their wives, their friends, their children, etc." You can't have these personal confessions, he declares in his column in *The Herald Tribune* (New York), "without the bad taste of such candid and coy self-praise," as he evidences in a paragraph after the manner of the personal confessors:

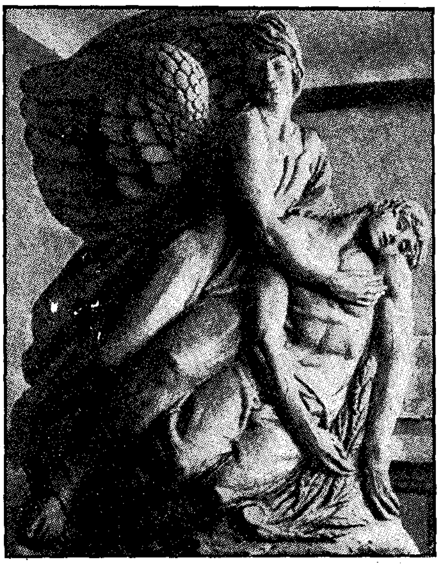
> "We have always avoided telling the truth in the columns we have conducted, except by indirection. It is nobody's business what we really think, or believe, about serious matters, and we think it is quite an achievement to have written and published between three millions and four millions of words in the last ten years without ever having touched directly, more than two or three times, upon what we are seriously and continuously interested in. It would not be an achievement if the stuff we do turn out were unread and unpopular—but it is read, and it is popular. How does it come that we have been able to turn out all that stuff, in which other people have been so interested, without being interested in it ourself? God knows—we are just plumb gifted that way, we reckon; that's the only way we can figure it out."

With an outpouring that will make all the columnists training in the schools for journalism gasp, Don Marquis turns the thing inside out:

> "We have grown to loathe, despise, hate and turn sick at the thought of all forms of humor . . . stories, novels, verses, jokes, paragraphs, anecdotes, whether they are really humorous or only try to be humorous, whether they are our own, or whether the author is somebody else. They nauseate us; they gag us. And we have not a friend nor an acquaintance who doesn't tell us all the funny stories he knows.
>
> "Comedy is almost always cruel; we have felt it so when it has been directed against us, and we have felt it so when we have directed it against other people. It deals with imperfections, faults, crudities, incongruities, shortcomings; it strips away masks and pretensions; it affects a sympathetic understanding for the sake of betraying and exposing, and then mixes itself with sentimentality in order to hide its own cruelty; its basis is an exhibition of the flawed thing in juxtaposition to the ideal, the perfect; it takes sides with the irony of the universe; its climax and triumph is a frustration of some sort.
>
> "Sufficiently mixed with other qualities, it may have a tonic and prophylactic value. But the trouble is that the habitual humorous practitioners become so pleased with the exercise of their own skill that they are as apt to strike at a good thing as

at a bad, and there are very few living things that can not be spoofed.

"In writing a column one acquires the habit of looking for the weak points of every proposition in order to say something amusing about them, rather than looking for the strong points. But we are not deserting the banner because of any suddenly awakened moral perceptions; we always knew the truth about column-conducting, and we never cared, and do not particularly care now, about the moral aspects of the hideous trade. It is not that we are deserting humor so much as that humor (and there are several very witty remarks you will make about it, of course) is deserting, or has deserted, us."



SPLENDID IN COMPOSITION

Is the war memorial at Roncade, Italy, by Libero Andreotti.

Heywood Broun, in the New York *World*, meets the charge with aplomb, and finds no "shock" in Don Marquis's decision. "I have always regarded him as a man of serious turn. I rather suspect that his keenest interest is in theology, and I wish he would indulge himself more on this subject." Mr. Broun is off again, and writes true to form:

"As far as I know, there has been no readable book on theology written for the last hundred years. I would rather hear from Don Marquis about religion than listen to any of the ordained.

"As a matter of fact, I can truthfully make it much wider than that. With the possible exception of Shaw, Marquis seems to me the man most capable of making the theme interesting, and I have a notion that the religion of Don Marquis might be just a shade more warm than that of Shaw. After all, it is a great pity that religion has been intrusted so largely to the men who make a business of it. They are not likely to write or speak with a touch as fresh as that of a sensitive layman.

"The same holds true of other themes. No actor has written as wisely of the stage as Charles Lamb did. Painters, with a few exceptions, have not been articulate about their job. There are many men who write more entertainingly of baseball than Babe Ruth can. Firpo does not always interest me in his chats about boxing. In the current number of *The American Mercury* Henry Mencken has an essay on a medical theme which contains more wisdom than almost any doctor is capable of dispensing."

How long this *malaise* of the column has been in the air one may not say. It has been sensed by Clifford Smyth, who contributes a sort of pre-lethal obituary in the *International Book Review:*

"'Sharps and Flats' was the first of the newspaper 'colyums,' and Eugene Field thus became the father of the present-day and quite multitudinous 'colyumist.' Lafcadio Hearn, it is true, had furnished a sort of literary potpourri to the New Orleans *Picayune;* Mark Twain had poured a rich medley of humor and satire into the columns of more than one California paper. But the genuine colyum, the daily stint of humor, clever comment, pathos, verse, all served up in brief paragraphs and compress within the inexorable limits of the newspaper column-rule, was a distinctively Fieldian invention. And 'it took,' as usually happens with genuine inventions conceived along the line of some popular need and ministering either to our love of amusement or to our desire for information. Like most good things, also, the 'colyum' thus born of Field's fertile and brilliant genius ran the gamut of many changes through many alien hands, until at the very zenith of its popularity it seems perilously near being done to death. A goodly number of Field's successors, indeed, have proved themselves worthy to carry on the arduous task he set himself. Two volumes recently published—'The East Window' and 'The So-called Human Race'—give one a delightful idea of the unflagging ease and brilliancy with which the late Bert Leston Taylor conducted his 'colyum' in the Chicago *Tribune.* We have daily reminders, also, of the extraordinary versatility, maintained at a high level, to be found in the work of those colyumists—there are more than one—who have proved themselves worthy successors of 'B. L. T.' Unfortunately, there are others of a quite different caliber who are very much in evidence, who walk ostensibly under the Field banner, but whose work has lost completely 'Gene's irresistible sparkle and inspiration.

"This deterioration in the art of the colyumist was inevitable. As Field conceived it, his daily column was a form of literary art, and that of a very high order. It was creative journalism for which no adamantine rule could be given, and needing the creative genius for its successful development. Lacking this rare essential, the harassed colyumist of to-day, with his daily stint clamoring for fulfilment, has adopted the artificially clever expedient of always supporting 'the worse for the better reason.' When even this fails of its thrill, recourse is had to long autobiographical details of the writer's daily experiences that for sheer dead-level dulness are quite incomparable. Losing the pristine sincerity and spontaneous cleverness that first gave it a well-merited vogue, the typical colyum has drifted into a sort of artificial decadence—an advocacy of the devil when that seems the clever, unexpected thing to do—a dreary egotism that must ultimately bring about its own extinction. After all, how can one be spontaneously witty, genuinely clever, all day and every day, without resorting finally to expedients that make spontaneity impossible?

"Happily, the growth and enrichment of the literature of journalism does not depend upon the permanence of the colyumist's art, which, even at its best, is an exotic as compared with the fundamental power and mode of expression developed elsewhere in the modern newspaper."

THE NEXT STEP AFTER "EXPRESSIONISM"

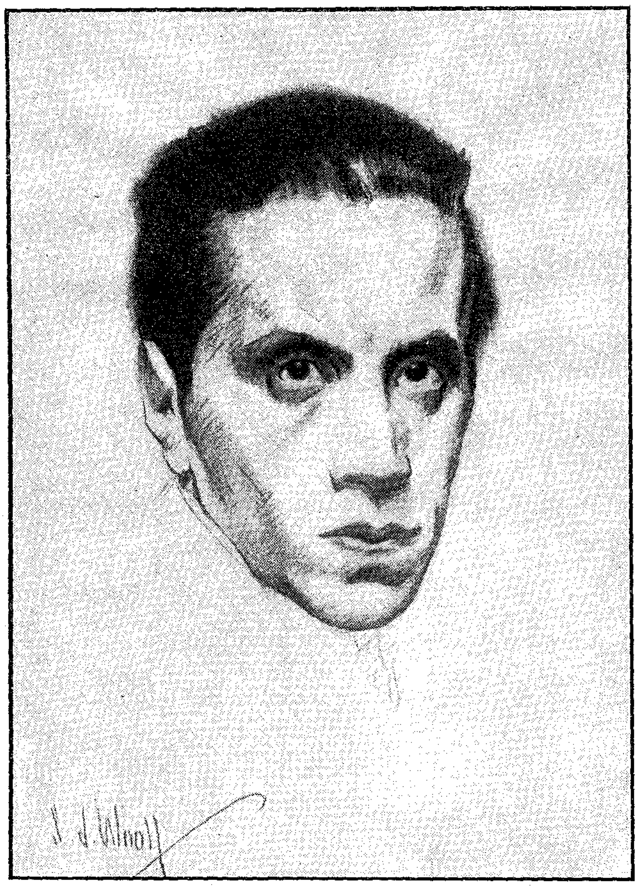
EXPRESSIONISM IS PROBABLY THE LATEST thing, or at least the latest word, to be found among the varied manifestations of the theater. It came to us from Germany and our stage played with the idea in several instances last season. But Germany is ceasing to use the term, we are told, and the thing itself seems to be on the wane. So far as the word was in use among us, it was applied to Elmer Rice's play, "The Adding Machine"; to "R. U. R." and "The Insect Play," of the Copek brothers; to Kaiser's "From Morn Till Midnight," and to Ernst Toller's "Masse Mensch," together with a few others of local fabrication that more or less suggested the German product. But it seems that only Kaiser and Toller have produced real "expressionist" plays which attempt "to show you *the thing itself* shorn of such impedimenta as character-drawing, normal plausibility and local color." This definition is furnished by Herman Ould in *The New Statesman* (London) who tells us that the term expressionism is "still inadequately understood and is used to describe plays which have little or nothing to do with expressionism." To give us a perfect example he furnished an outline of Georg Kaiser's latest play, "Gas," which has been published in translation by Mr. Herman Scheffauer. Students of the drama, he says, should procure a copy of the play, "which is important not only for its own sake but because it is a landmark in the rapidly changing history of the theater." Here it is:

"A *Billionaire's Son* owns a factory which provides the world with gas—not ordinary gas, but gas which is so potent that it has superseded all other motive power. 'It feeds the machines of the world.' *The Billionaire's Son* is an idealist and the factory is run on profit-sharing lines. The play opens with the apparition to *The Clerk* of *The Gentleman-in-White* (symbolizing terror), and we become conscious of an impending calamity. The formula for making the gas is perfect; *The Engineer*, who invented it, has tested it, and it stands the test. Yet it is failing.

'It works, yet does not work.' *The Clerk, The Billionaire's Son* and *The Engineer* are aware of the imminent disaster but are powerless to prevent it. The explosion comes. The factory is razed to the ground and thousands of maimed and dead workmen are buried in the ruins. The 'gas' may be taken as symbolizing those forces in modern civilization which 'work' and yet lead to disaster.

"Looking out on the havoc, *The Billionaire's Son* seeks the aid of *The Engineer* in planning afresh, discarding the old formula. But *The Engineer* sticks to his formula, in which no flaw can be found. The *Workers* wish to rebuild the factory and to restart making gas, but demand first the dismissal of *The Engineer*. *The Gentlemen-in-Black* (representing, one assumes, Capital) support the *Workers*. *The Engineer* refuses to resign. *The Billionaire's Son* pleads for a new way of life, but the *Workmen* are quite willing to go back to their old way of life if only *The Engineer* is dismissed and another put in his place. A scene in the Meeting Hall gives an opportunity for the rapid interplay of conflicting ideas, and by degrees the climax is reached, when, having to decide between *The Billionaire's Son* (the idealist) and *The Engineer*, the people acclaim the latter. Having first reviled him, they now choose him to lead them to a further explosion—a manifestation of mob psychology with which the war made us familiar.

"None of the *dramatis personæ* are characterized; they are tabulated as *The Gentleman-in-White, The Daughter, The First Workman, The Girl, The Mother,* and so on. The language is non-realistic (more so in the original than in Mr. Herman Scheffauer's translation, which is somewhat lacking in the required crispness). The 'situations' are worked up without regard to plausibility, 'that all may be as artificial as possible,' to use a phrase of Mr. Yeats."



A RADICAL-EXPRESSIONIST

Ernst Toller, the Bavarian playwright, just released from a five-year term of imprisonment for his Bolshevist activities.

The producer, Mr. Ould thinks, should aim at the same artificiality, but in England, where the play was attempted, this formula was not carried out:

"At Birmingham, Mr. Paul Shelving, who designed the setting, did his share. He provided scenes which were almost entirely expressionistic, and for *The Gentleman-in-White* a costume which accorded admirably with the scene, but the rest of the characters lost considerably in effectiveness by being naturalistically clothed, and the appearance of a city gentleman (one of *The Gentlemen-in-Black*) in a frock-coat and top-hat, carrying an attaché-case into a scene composed of arbitrary cubistic shapes, was almost ludicrous. The British public has not yet been permitted to see a wholly expressionistic production—play, setting, costumes, acting, speech—and until it has had that opportunity it can not pronounce its verdict upon expressionism."

If expressionism is already played out in Germany, this writer sees "no likelihood of a return to the old, old school of realism." Character-drawing, with which expressionism had no concern, seems to be coming back. "The public is momentarily interested in ideas: it is perennially interested in character." Mr. Ould gives us an account of some thing he describes as "obviously the offspring of expressionism":

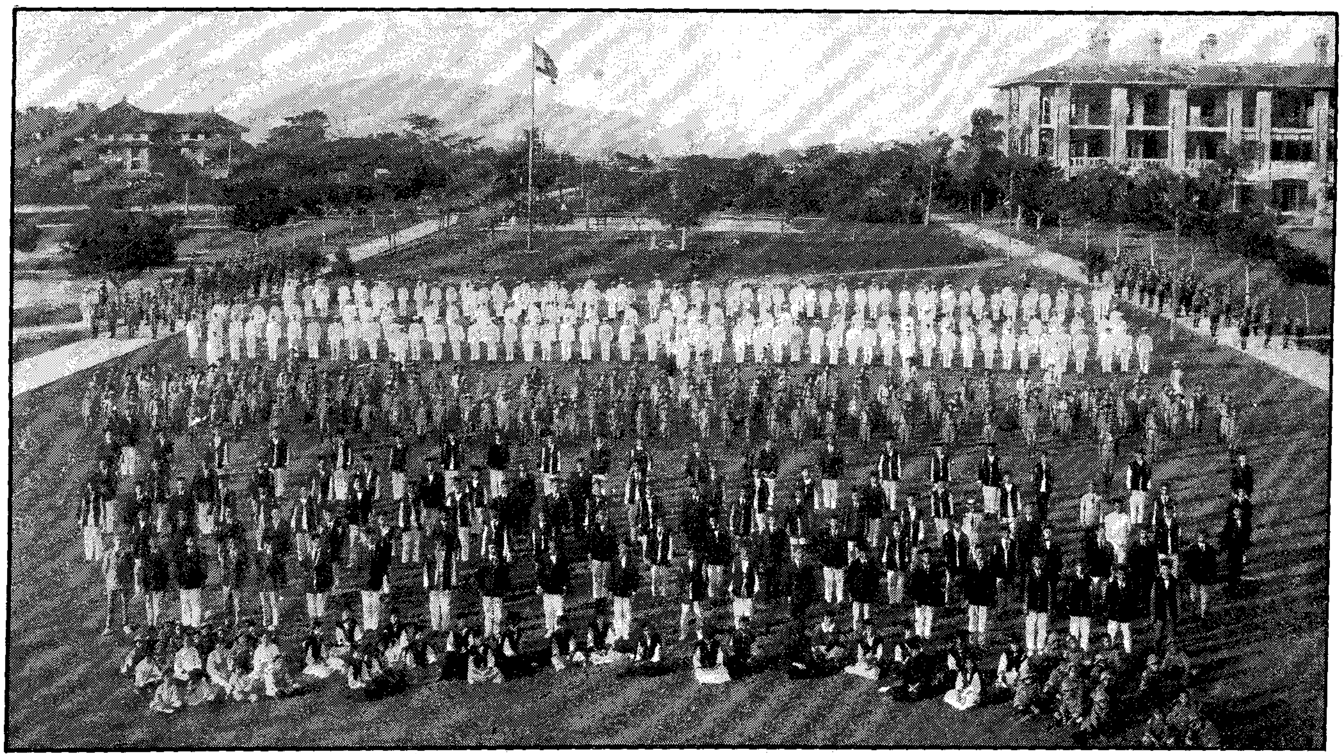
"The tendency among the youngest writers seems to be to take one predominant idea and express that through characters which, altho conceived as normal human beings, can not be counted upon to act as their counterparts in real life would act. A play which is in some respects indicative of the present trend is 'Im Dickicht' (In the Thicket), by Bert Brecht, a young Bavarian of peasant origin, who made some stir when his first play, 'Trommeln in der Nacht' (Drums in the Night) was produced. 'Im Dickicht' I saw at a memorable performance in Munich, when an excited band of young patriots (scenting in Brecht a Communist and a Jew—he is neither) interrupted the play by hooting, whistling, distributing stink-bombs and otherwise misbehaving themselves until they were removed by the police. It speaks well for the play that its remarkable atmosphere was recaptured even after such a disturbance.

"The scene is ostensibly Chinatown in Chicago, but it is a Chicago of the author's imagination rather than the one in America. Any quarter of the civilized world where men of different nationalities jostle up against one another, where solitude and space are practically unattainable, would have served the author's purpose just as well. The 'thicket' of the title is the modern overcrowded world which gives the individual no room for self-development or expansion. We are introduced to a world of prostitutes, opium-eaters, soldiers in the Salvation Army, out-of-works, and to a rich Malayan who is cynically seeking to discover if power over another human soul will give him the satisfaction which he has failed to obtain from power over wealth. He enters a bookshop and asks the shop-boy for a certain book. 'It's a poor book,' says the boy casually. 'Say it is a good book,' says the Malayan, 'and I will pay you five dollars for it.' 'It's a poor book,' repeats the boy surlily. The Malayan bids higher and higher, knowing that the boy is desperately poor. The boy, feeling that his independence of action is being taken away from him, becomes almost hysterical; he takes off his coat, crying, 'Take my coat, but leave me my freedom of opinion.' He takes off his boots, he offers his very shirt, but he won't give up his right of free judgment. These people are real people, but their behavior is unreal: the manner of their 'projection' is intensified to secure greater dramatic effect. The play passes rapidly through ten scenes, set on a stage which revolves in sight of the audience; a Glory song is being sung by the Salvation Army on one section of the stage, while street cries are heard from another. Noise, confusion, incoherence—the thicket."

TOLLER OUT OF PRISON—Ernst Toller emerges from a five-year term in the fortress of Niederschönenfeld like the hero of Henley's poem, with head, figuratively, "bloody but unbowed." *The Living Age* (Boston) quotes from an interview with him in the *Neue Freie Presse* about his prison life:

"I hardly care to talk about that, and it does not matter very much, anyhow. As an example of what it was like, I can say only that the day before yesterday I wanted to invite my comrades—who are honorable men—to a farewell dinner, but permission was refused. I was not even allowed to see the English translation of my 'Schwalbenbuch,' because it was in a foreign language! On the same grounds I was refused the criticisms of my plays produced outside Germany. Why, the swallows themselves, which meant so much to us prisoners, were driven away, their nests having been destroyed. But all these things are trifles so far as I am concerned. I haven't any definite literary plans or at least anything particular in my head."

RELIGION-AND-SOCIAL-SERVICE



Courtesy of Canton Christian College

CHINESE LEADERS IN THE MAKING

Canton Christian College, "a pledge of international good-will, a living memorial to the traditional friendship between China and America," is educating and training a thousand young men and women, who may one day bring their country back into her rightful place among the nations.

CHINA'S CHRISTIAN ANCHOR

THE INTERNECINE STRIFE which is now centering around Shanghai and once more bringing China into the spotlight of the world lends an added interest to the unique Christian college at Canton, upon which, we are told, the hope of a China redeemed largely depends. Canton Christian College is described as at once an outpost of the best in America and an inner guard of the best in China. Here a thousand young Chinese men and women are studying the modern science of the West and the ancient culture of the East, combining them, it is said, into a distinctly native product that one day may lead their country into a higher and securer position among the nations. Its influence, actual and potential, is derived, too, from its setting, and may best be described in the words of the writer who tells us about the interesting institution in the New York *Times*—"lead Canton and you lead China." For in Canton, he tells us, was kindled the intellectual renaissance that is sweeping over China like a great fire. Here Chinese patriots fought the opium war to liberate China from slavery to the poppy. Here the seventy-two heroes of the revolution of 1910 laid down their lives for the new Chinese Republic. Near here is the birthplace of Dr. Sun Yat Sen, the father of that republic. So, because of its strategic position, this Chinese Christian college "exerts an educational influence far broader than its student body or alumni. The college is one of the dominant factors in shaping the thought of South China. From this intellectual center modern ideas are broadcast throughout the country." And "it is one of America's most effective representatives in the Far East." It is more. "It is a pledge of international good-will, a living memorial to the traditional friendship between China and America."

A striking feature of this college and of some significance to western observers is that it is undenominational, which, says the writer, "gives it a spirit of tolerance and religious freedom." On the faculty, he goes on, are teachers of fifteen denominations and three nations, Americans, British and Chinese, all laboring together harmoniously for a common educational ideal. Representing two contrasted civilizations, these teachers "endow their students with an education that is international in scope. The atmosphere of the classroom recalls the line from the Chinese classics which says, 'To the educated man no country is foreign.'"

It was the great English scholar, Robert Morrison, who went out to China in 1809 as the first Protestant missionary, who originated the idea of a modern college in South China. The Anglo-Chinese college which he founded has ceased to exist, but in its place was founded Canton Christian College, which obtained its charter from the State of New York in 1893. It is a modern institution in all respects, we are told, and forty fireproof buildings attest its rapid growth. Martin Hall, in which the scientific departments are temporarily housed, is noteworthy, says the writer, as being the first modern fireproof structure with reinforced concrete floors ever erected in South China. Here the College of Agriculture is mobilizing modern science in the interest of China's basic industry, and here is being worked out the solution of the food problem, which constitutes a first step toward permanent famine relief. It is being effected, we are told, through improvements in farming methods, seed selection, and the introduction of new foodstuffs. This college, we are told further, was the first to introduce dairying in South China, where milk was practically unknown as a staple food. Thus, and in other ways described by the writer, Canton Christian College is taking an integral place in the life of China. Local customs are respected. "Once," goes on the writer,

"Critics parodied the early policy of western education in the Far East as an attempt to teach the Chinese to use knives and forks instead of chopsticks. But in the work of Canton Christian College there has never been any substitution of western method where the eastern was as good nor an imposition of ideas too foreign to be of practical value in Oriental life. The foundation of Chinese confidence in the college rests in its policy of a modern education related to Chinese life. Chinese students who come to America to study often return to China only to find themselves expatriated. Americanization has been mistaken for education. For the most effective Chinese citizenship a modern education in China is the logical preparation.

"There is no other college in the three southern provinces of China, an area of over 300,000 square miles, that admits women. Until the women of China receive educational advantages equal to those of the men they will remain in a position of inferiority. The greatest single contribution of the Occident to the Orient is an example of enlightened womanhood. Chinese women rank very high in scholarship. The first year they were admitted in the preparatory department they carried off all of the class honors, altho greatly in the minority as to numbers.

"What might be called the casual education of the college environment plays as important a part in the students' training as the lectures and laboratory hours. To think in the twentieth century it is necessary to live in a twentieth-century atmosphere. For this reason all the students live in dormitories on the campus. Were they to return to medieval homes after school hours, frequently the tonic of modern thought would be neutralized."

The success of Canton Christian College in securing strong Chinese support, goes on the writer, gives it a unique position among the educational institutions of the Far East, and he tells us:

"Chinese look upon the college not as an exotic foreign enterprise maintained by foreigners' charity, but as a cooperative undertaking meriting and receiving their loyal support. Last year, in spite of the fighting in Canton and bandit outrages in the country around, which ruined trade and destroyed property, over two-thirds of the college budget for current expenses, amounting to nearly $350,000, came from Chinese sources. All of the support for the College of Agriculture comes from Chinese, aided by the Kwangtung provincial government.

"Many of the individual buildings are gifts of Chinese donors. The college infirmary and the guest house were built by Ma Ying Piu, often called the John Wanamaker of China, because of his success as a department-store pioneer. One of the dormitories, Java Hall, was contributed by the Chinese living in Java.

"China is now the battle-ground of a great struggle between the forces of Bolshevism from Red Russia and democracy from America. A potent factor in determining the outcome of this struggle is this college of the South. As a militaristic Bolshevist nation China would be a menace to the world. As a democracy China would be not only a great potential market, but would enrich the family of nations with a matured culture developed continuously since the dawn of history."

"MONKEYING" WITH EVOLUTION

A MONKEY TIED TO THE END of a broomstick and carried by a Butte, Montana, minister into the pulpit to disprove and ridicule the theory of evolution, rids a sermon of the commonplace and brings both minister and simian into the spotlight of notoriety. Whether or not the pastor succeeded in proving to the congregation that none of them is related, by inheritance or otherwise, to the monkey is not conveyed in the news dispatches which have prompted editors in sundry parts of the country to sharpen their wits and tip their editorial barbs. One of the reasons which inspired the Rev. Z. Colin O'Farrell, pastor of the First Baptist Church in Butte, to undertake the zoological display, we are told, is that his twelve-year-old daughter returned from school recently and asked him if she came from a monkey. The information to this effect, the girl said, came from her teacher. To disprove the assertion, Mr. O'Farrell hit upon the novel idea of displaying a monkey in the pulpit and discoursing on the unreasonableness of such a notion. There were, we are told, several spirited clashes between the monkey and the minister, perhaps because of the monkey's unfortunate inability to resist evil temptation. According to an Associated Press dispatch, the monkey chattered and chirped about the pulpit and several times bared his teeth and made dashes at his exhibitor. At times the minister was forced to shout to be heard above the din made by the little simian, and, finally, after having had the spotlight turned on the monkey, Mr. O'Farrell was compelled to make an example of him and take him into a room adjoining the pulpit.

Fotograms (New York)

THERE IS NO RELATIONSHIP HERE

Insists the Rev. Z. Colin O'Farrell who, with a resentful monkey in the pulpit to reinforce his argument against evolution, says: "If man believes he came from a brute, he will act and live like a brute."

"This is what the world seems to be coming to," the preacher is quoted as saying. "In my opinion the cause of the awful Franks murder in Chicago is the result of this sort of teaching. The teaching that we are monkey-made instead of God-made," he went on, "must revert the coming generation to brutality beyond description. If man believes he came from a brute, he will act and live like a brute." The monkey, we are told, suddenly made a wild jump, turned several flip-flops and nearly pulled the broomstick to which he was tied from the hands of the minister's daughter, who was holding the other end. "We are suffering from acute mental and spiritual intoxication," continued Mr. O'Farrell. "From telegrams I have received since it was reported that I would use a monkey in the pulpit, I anticipated my superiors might start actions against me, but to save the world for God we must all use drastic means and methods." Mr. O'Farrell closed his sermon, we are told, with the statement that if evolution is correct, then the human came from the ass instead of the monkey.

In the first place, as the New York *Herald Tribune*, among others, points out, no one maintains that we are descended from monkeys. It is, we are told, like the sad case of the man in Mr. Merrick's story, "much more 'arrowing than that," for, points out the New York paper, "both man and the monkey are supposed to come from a common ancestor much less advanced than either of them." However, remarks *The Herald Tribune*, "on the theory that we have sprung from monkeys we are startling successes—on the older and opposite one, that we are descendants of the gods, it might seem that the family has gone pretty badly to seed." Possibly, observes the Omaha *World-Herald*, little twelve-year-old girls are not old enough to understand what their teachers tell them about the development of living things, and possibly their teachers are too little acquainted with the subject to be able to explain it clearly. In this case, we are told, it is probable that the teacher attempted to explain the theory of the common origin of all life, and pointed out certain resemblances which seem to show monkeys to be the nearest collateral branch to man. The hypothesis leaves much to be explained, "but at least it represents an honest effort to know the truth." On the other hand, goes on *The World-Herald:*

> "The effort to ridicule the conclusions of science out of existence by pointing to the monkey and crying, 'Yah, yah,' is an old one. It was tried on Huxley and has been tried ever since, whenever sporadic outbreaks against the doctrine of evolution have appeared. Its only result has been to supply a little temporary amusement and to vulgarize something that was hitherto the exclusive property of the learned.
>
> "If the doctrine toward which science now strongly leans fails, it will be because the scientists find flaws in it sufficient to mark it as irrational, not because it is laughed at by the wilfully blind."

In fact, among the Butte minister's hearers, thinks the St. Paul *Pioneer Press*, there may be those whose faith in the theory of evolution will be only strengthened, "who will see only the similarities between the partners in the demonstration. It may easily be that the result of the incident of Butte and the beast will be the fostering rather than the crushing out of faith in Darwin." It can not be agreed, says the Portland *Oregonian*, that the minister's argument "advanced the position of the Fundamentalists by the width of an eyebrow." Instead, we are told, there are many who will hold that the presence of the monkey cheapened the service and profaned the house of worship. Monkeys are peculiarly inappropriate for churches, and,

> "If all ministers went in for such didoes, if all clerics cut such unclerical capers, the diminished church attendance of to-day would be further decreased. You can not drive home a moral with a monkey. He simply isn't adapted to such employment.
>
> "Lest it be said, however, that this criticism of a well-meaning minister is altogether too harsh and unfeeling, we would add that the Butte pastor proved at least one point for which he contended. If evolution is correct in theory, he said, the man is descended from the ass and not from the ape. This he must have demonstrated to the satisfaction of all beholders."

Taking a more serious view, the Providence *News* argues that people go to church, or ought to, at any rate, to hear the Gospel of Jesus Christ preached. "God's House," we are told, "is no place for the contortions and grimaces of a flea-bitten ape." Rather,

> "There are bigger things for the Montana pastor to do in this world of sorrow, sin, and death than putting a monkey in the pulpit to illustrate an acrimonious debate. There are millions who long and pray for a sign that loved ones who have passed to the Beyond, who have 'crossed over the river to rest under the shade of the trees,' are eternally at peace in the bosom of the All-Wise and All-Merciful One; other millions going, they know not whither, in an agony of doubt and fear.
>
> "We need more real worship in many churches in this land of ours and fewer sideshows in the way of political discussions and debates about monkeys; more teaching of the Fatherhood of God and the Brotherhood of Man, and less vaudeville."

SHOULD THE CHURCH ENTER POLITICS?

A CHRISTIAN, or man of any other faith, is expected to have a political opinion and to exercise it at the polls; but is this recognized right carried over into a church congregation or a church alliance? Should the Church be content with spiritual leadership, or should it approve definite programs for moral betterment and act as an organized force to accomplish specific social and economic reforms? The question has been debated many times in many pulpits, and not without heat on both sides. It is now considered calmly and dispassionately by the Federal Council of Churches in a recent bulletin. The statement may be summarized in these paragraphs:

> "The Church should never become involved in partizan politics nor aline itself with one political party as against another.
>
> "The primary business of the church in the realm of public affairs is not to work for legislation or organization, but to quicken the consciences of men, to make them more sensitive to moral and spiritual issues.
>
> "Ordinarily, the Church should not undertake to pass a corporate judgment, as an organized body, concerning the specific plans of legislation for securing the moral and spiritual end desired.
>
> "The real issue is not whether any question is political, but whether Christian principles are at stake, and whether there is any fair agreement among thoughtful Christians, who have studied the question, as to what those Christian principles require. When these two questions receive an affirmative answer, but not until then, the Church should speak."

Since in practical detail equally sincere and earnest Christians may differ, comments the Syracuse *Post-Standard*, a congregation may not be delivered to a specific remedy, even tho the evil is recognized. For "men who are devout in their belief in the Fatherhood of God and the Brotherhood of Man honestly differ concerning taxation methods, or immigration quotas, or tariff schedules, or international relationships." Is there, then, no case when the Church should act as an organized political force committed to the Gospel which Christ taught? To its own question *The Post-Standard* replies that "there are occasions when there is a moral and spiritual issue clearly involved in a proposed course of action, political or social or industrial," and that "in such cases the churches would be stultifying their own profession of the ideal if they did not place their influence solidly behind the proposal." But, we are told,

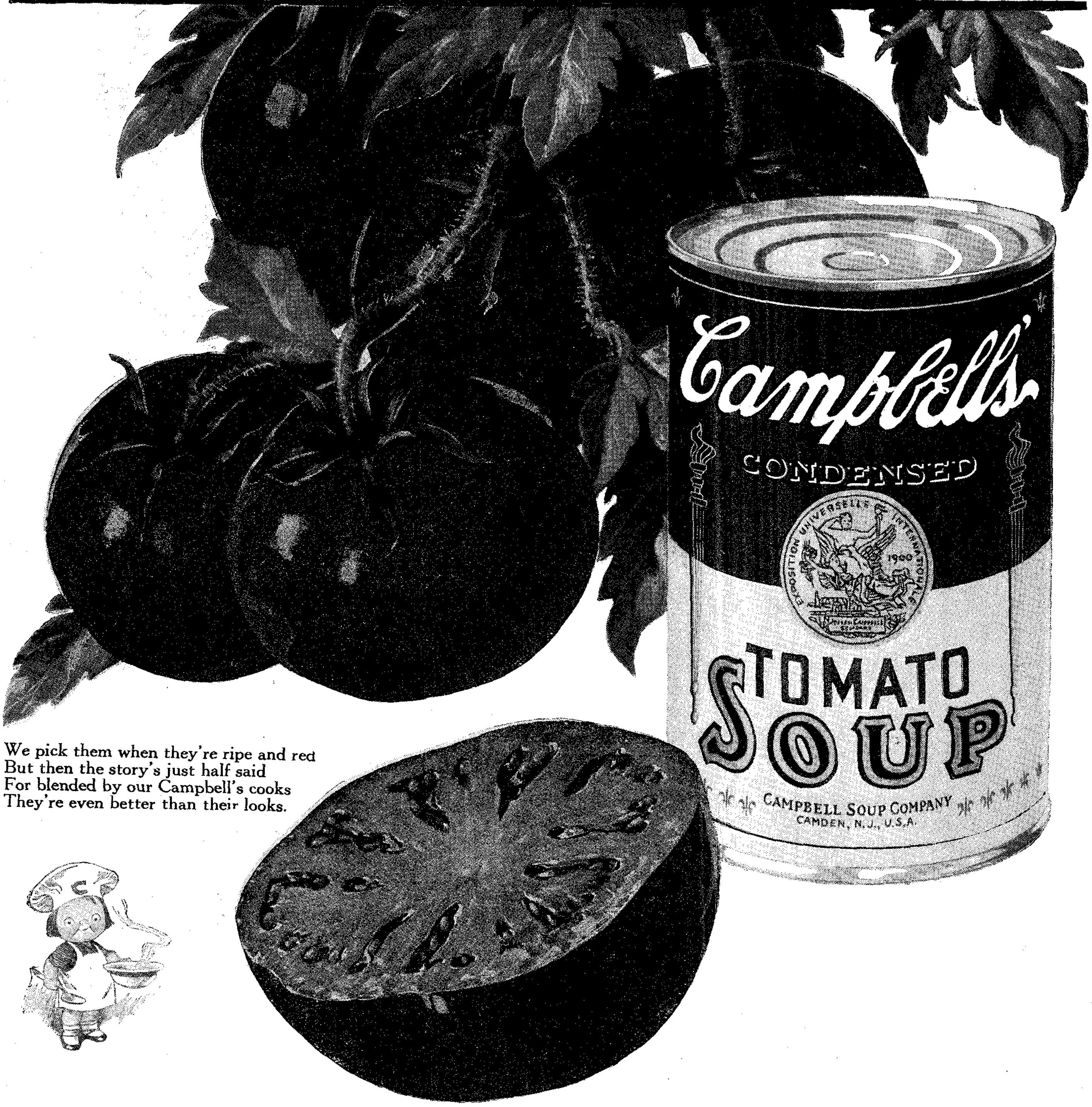
> "Rarely is there fair agreement. There were sincere Christian men who worked hard for temperance and opposed Prohibition; and there are probably more of them now than there were three years ago. There are Christians in the South who while they regret the employment of children in factories honestly deplore the proposed child-labor amendment."

IS THE WORLD GROWING WORSE?—Recent history and perusal of the daily page incline not a few observers to believe that the world is growing worse, that Christianity is failing, that our civilization is "predominantly pagan." Such sweeping statements do not seem to the Nashville *Christian Advocate* (Methodist) to be true, and *The Herald of Christian Liberty*, taking a look at history, remembers:

> "Seventy-five years ago many of the clergy were supporting slavery as a divine institution. Most of them were silent upon the liquor traffic or aiding it or even engaged in it. Children of six labored eleven hours a day in the mills of England, victims of cruel greed, farmed out by the guardians of the poorhouses for the purpose. Missions were opposed by the clergy or lukewarmly supported. The Church was not critical of war. There were few welfare organizations, and those that existed were weak. Prisons were hotbeds of cruelty and vice. There was no Red Cross Society then. Corruption was rife in politics. Business was tricky. Every one with a knowledge of history knows that the public conscience of to-day is much nearer the spirit of Christ than it was then."

DRURY COLLEGE LIBRARY
Springfield, Missouri

When they hang full-ripe and tempting on the vines!



We pick them when they're ripe and red
But then the story's just half said
For blended by our Campbell's cooks
They're even better than their looks.

"You seem to get all the good out of the tomato. The real tomato flavor tastes so much better in your soup that I'm sure you must always use the best in the market."

Yes. "Just tomatoes" are never good enough for Campbell's. We have studied and worked over the production of the most perfect fruit, right on our own great farms.

For years we have toiled and spent our time and money so that now thousands of acres yield their harvests of full-fleshed, meaty, juicy tomatoes for Campbell's Tomato Soup.

Just when they reach red-ripe perfection they are plucked and blended by our famous chefs into this soup which "makes tomatoes taste so much better."

21 kinds

12 cents a can

CURRENT POETRY

Unsolicited contributions to this department can not be returned.

General Federation of Women's bs represents a large number of our , doubtless, who will be glad to e the lines awarded first place in the of the Literature Division. We rom *The Lyric* (Norfolk, Va.):

HERITAGE

By Lytton Cox

ray runs beside my door—
road, straight road and nothing more—
when the westering sun droops low
dust in the air takes a golden glow
veil or a web, and within its sheen
esent fades as the past is seen.

ke a dream down the broad highway
omen of old and of yesterday:
n mother, a jeweled queen,
t martyr and Magdalene;
oung faces unmarked by years,
es faded and dimmed from tears;
strong shoulders unbent by loss,
cks bowed from a long-borne cross.
on rank, a mighty throng,
march to the beat of an unheard song;
rs of men they have toiled and wept
a dream might live and a flame be kept.

from afar, like the whir of wings,
ce in majestic paean sings:
se are they who have journeyed through,
have kept the faith, they have builded true,
the way will never be quite so long
use they have wrought so fair and strong."

vision fades . . . and the road once more
ly a road by my open door.
ugh a mist of tears I lift mine eyes
he first faint star in the twilight skies,
breathe my prayer on the evening breeze:
ank God for my heritage from these!"

A correspondent asks us to print the owing in the interest of the movement establish a National Park in the Appahian Mountains. The verses express a dely felt regret over the urban encroachent on sylvan beauty, and also show in e penultimate stanza what extraordinary imaxes some can reach. We quote it om *The City Builder*, the official publicaon of the Chamber of Commerce of tlanta, Georgia:

ENCROACHMENT

By John Wingfield Gatewood

In youth I roamed a virgin wild
Where lakes, to silence given,
Reflected sun and moon and stars
In beauty back to heaven;
A virgin land wherein one traced
The ancient Cherokees
By names that gave to soulful ears
Poetic ecstasies.

Sweet flowing streams filled quiet vales
With murmurings of song,
As restful as the drone of bees
When summer days are long;
Each shady pool became a cup,
With green-rimmed mossy brink,
Where lordly stags and timid does
Came down at eve to drink.

A river hastening to the sea
Coursed down the valley's length,
Each garnered brooklet adding to
Its majesty and strength;
The ancient trees whose verdure made
A roof for miles and miles
Shut out the garish light of day
From dim cathedral aisles.

A land so lovely and serene
That mankind, passing by,
Must stop to dream his earthly dream
Beneath this heavenly sky;
But man exacts such heavy toll
From beauty here on earth
That he, perforce, must rob his soul
To give his cities girth.

The noble trees went one by one
To feed the buzzing mills,
And now their dim cathedral aisles
Are brown eroded hills;
The silver lakes have disappeared—
Filled in for city lots;
And squalid huts now crowd for room
The barren, muddy plots.

The river, stagnant in its bed,
Is but a ghastly dream
That slinks along its noisome way,
A foul, polluted stream:
The spring that often quenched my thirst
(What pleasure there to kneel!)
Is buried deep beneath great piles
Of concrete, brick and steel.

I would not call concrete and steel
Back to the tangled brake,
Nor would I make proud boulevards
The pathway of the snake;
For man must have his busy towns—
They uphold truth and right.
(Two banks were robbed here yesterday,
Three men were slain last night!)

But let us keep some virgin wild
Where lakes, to silence given,
Reflect the sun and moon and stars
In beauty back to heaven;—
That men may walk, as I have walked,
Upon the mossgrown sod,
And view in unspoiled sylvan ways
The handiwork of God!

If we look on the following inebriate emotions as ancient history—old as the Italian scene here evoked—we can give our attention simply to the poetic beauties which are here furnished us in the London *Saturday Review:*

DIONYSIAC

By Louis Golding

They, the old woman with the fierce kerchief
And her old ram, wrinkled like a scorched leaf,
Have given me wine to drink while I recline
Under a fourposter of sprouting vine.
Have they drugged me then? Oh how my silly head
Leans to my blue shirt like a log of lead.
And lizards' tails, see how they twine my feet,
Like a monk's vision, Cross and Christ complete.
Below me rosemary and tree-heath spend
Their odors down the cliff. They only end
Where the gulf drops in the blue embracing sea,
Embracing them and the noon and singing me.
This is not only wine, not only sun
That runs in my veins as only poisons run.
—Therefore once only, once before I die,
I must trace the gold flight of each butterfly.
The air is starry with them as I drink
This bandit wine. Their wings and my eyes wink.
One's yellow as Solfatara. (The fissures there
Sprout into sulphur like a young Goth's hair.)
One's paler than snow. (Even where blanched
winds call
Down the snow-muffled crags of Fotscherthal,
Which is in Austria where the wild Inn twists.
—I am hardly sure if Austria exists.)
Others are coral like a nereid's kiss.
(The grotto against Isca bleeds like this).
O thou sweet poison in my lolling head,
Montepertuso, I shall soon be dead.
What better death then? Swooning terraces
That scale with olive and vine the mountain's
knees,
Now you relax your hold. Now the wild fig
Twists his thick branches in a dying jig.
What better death, lizard and butterfly?
O my kind Fate, that *this* is the death I die!

This is a bit of pure romance and pure realism mixed. It is in *The Nation and Athenæum* (London):

THE STRANGER

By H. H. Bashford

Here's a sailor come home from the Guineas,
His face is as black as a leaf,
His eyes are like forests of darkness,
His heart is a hot-bed of grief,
His arms are like roots of the jungle,
He has ladies tattooed on his skin,
And his clothes smell of cinnamon—cardamon—tar.
Oh, mother, may I let him in?

Nay, daughter, go shut the door quickly
And come you straight back to your tea,
To the orderly cups in their saucers,
Your blue-eyed young brothers and me,
Lest a far-hidden creek that none knew of,
On a night of wild honey and wine,
Should lean down from those dark eyes and waken
The ghost that lies sleeping in thine.

Palms (Guadalajara, Mexico) has eased up on its guessing game by giving in alphabetical order the names of contributors, reserving for the next month's issue the secret of authorship. One wonders what is gained by the mystery, since poets should be myriad-minded. We might guess Scudder Middleton for the following, but it's probably wrong:

HYLAS

But Hylas was not seen again. He sank
Into the water as the setting sun
Burnt the whole river gold from bank to bank,
And the reeds along the edge where the floods had run
Shot bright yellow in the sinking light.
And his face, gleaming in the silent river,
Frightened the nymphs, unused to such a sight,
Who stared and watched the sliding ripples quiver

As Hylas sank through the purple depths to their
hall
That was lighted with magic fish and roofed with
shell,
Mother of emerald and marvelous clumps of coral
And the glossiest leaves of the rarest water-laurel
Pan uses for his wreaths. The nymphs were dumb,
Being too glad to speak that he had come.

A picture of London in the *Morning Post:*

CHARTERHOUSE-SQUARE

By A. R.

Paul's bell rang eight
Over the square,
And Beauty walked
The evening there.

Paul's Dome lifted
O'er greening trees—
A benediction
Of rest and peace.

Paul's Dome keeping
His London town;
The half moon looking
From heaven down.

From a dim heaven
Of pearl and blue
Her misted silver
Glimmering through.

And, praising God
That the world was fair,
A blackbird fluted
Across the Square.

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POWER The automatically lubricated Buick Valve-in-Head six-cylinder engine is recognized the world over as the most powerful type of engine that has ever been developed.

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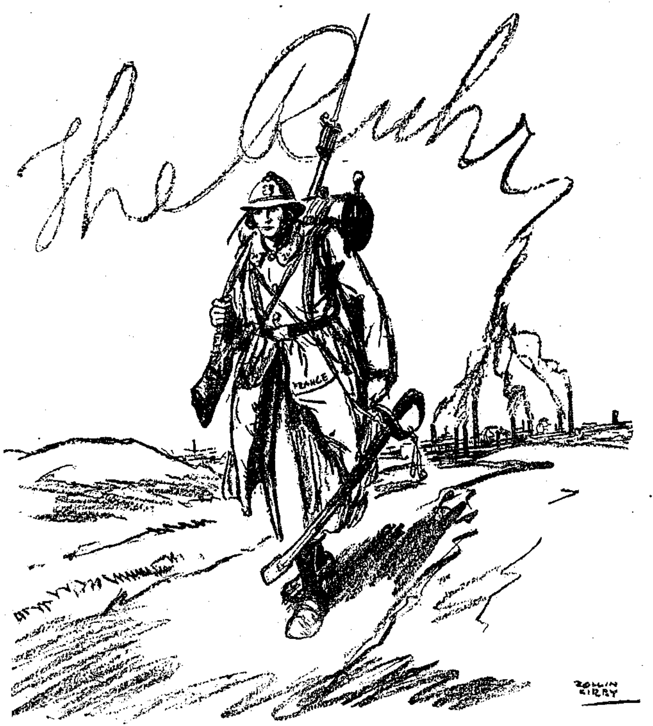
WHEN BETTER AUTOMOBILES ARE BUILT, BUICK WILL BUILD THEM

THE PAST THREE MONTHS IN WORLD HISTORY

EDITOR'S NOTE.—This brief résumé of the important news of the world during the past three months is given here for the information of the many who spend their spare hours of summer outdoors, and have not had full opportunity to keep in close touch with all the events leading up to the world-situation of to-day.

THE JUST-PASSED "VACATION SEASON," including the summer months of June, July and August, was improved by the world at large in making a very considerable advance toward conditions of stability, peace and prosperity. Europe officially decided, during this period, to accept the American plan for settlement of the long and expensive conflict over peace terms between Germany and the Allies. The adoption of this plan, commonly called the "Dawes plan," is hailed as the most important peace step since the Armistice. The triumph of the American terms may not have commanded so much attention as did many of the battles of the late war but, we are assured, it represents one of those "victories of peace," which are quite as important as any won on gory fields. It may mean almost as much to this country as to Europe, for, connected with it by economic factors, and assisted by damage to crops in the northern part of North America, is the suddenly increased prosperity of the American farmer. The agriculturists of this country, estimates one authority, are richer by about $1,000,000,000 at the present time than they were about ninety days ago. Prosperity in this basic industry is accepted as a harbinger of great good fortune, especially throughout the United States.

Important news events in the world at large, that is to say events startling enough to justify big newspaper headlines, have been so scanty as to recall the proverb that "the annals of happy nations are brief." It has been a time of general settlement, stabilization, rehabilitation. There have been no international crises, no great catastrophes, with little more than progress of the Dawes plan in Europe and national politics in this country to give the press occasion for "scareheads." Brazil contributed, it is true, a jarring note by indulging in a small-size civil war about the middle of the period, and China enlivened the last days of it by starting a war of the same general sort, which threatens, at this writing, to become more troublesome than did the Brazil affair. There have been no such tense situations, however, as came about last summer, when Italy and Greece were, in effect, at war, with powder trails leading off into most of the other countries of Europe. Most of the transatlantic countries, in fact, seem to be heaving sighs of relief over the termination of the long conflict between France and Germany in the Ruhr, and settling down to concern with their own internal affairs. In Italy, Mussolini, after being threatened with eviction, managed to reach a new understanding with the citizenry. France changed its government in favor of a radical, following the lead of England. Denmark elected its first labor government. The Japanese boycott on American goods, following our abrogation of the so-called "Gentlemen's Agreement," did not get very far. Certain war omens and rumors from the Balkans, and the report of an anti-Bolshevik uprising in the Caucasus, together with the Chinese difficulty, include all the apparent disturbances of the peace as the period ends. Europe, and the world as a whole, seem more settled than at any time since 1914.



Kirby in the New York *World*

THE END OF THE ADVENTURE

France's agreement to withdraw from the Ruhr, in accordance with the terms of the American plan for reparations payments, is generally accepted as the most significant event in recent world history.

THE DAWES PLAN, AND THE RUHR

Early in June, to take up one of the most important developments chronologically, the cause of peace was advanced when the Poincaré Government came to an end in France, thus opening the way for a milder ministry.

On June 6, the German Reichstag approved the German Cabinet in its stand favoring acceptance of the Dawes Report. Two weeks later the new Socialist Premier of France, Edouard Herriot, promised Germany complete evacuation of the Ruhr when the guaranties provided in the Dawes Report were executed. On June 22, the Premiers of France and England agreed to invite the United States to an interallied conference, beginning July 15, to fix the procedure for applying the Dawes plan for reparations payments. A few days later, Premier Herriot permitted the return to the Ruhr of some 210,000 Germans expelled since the beginning of the French occupation.

On August 9, the Allies and Germany, after conferences in Paris and London, signed the first of the three protocols necessary to give effect to the Dawes plan, and three days later the French and Germans agreed that the League of Nations should take over the Interallied Military Control Board's work. After some difficulty between Premier Herriot of France and Chancellor Marx of Germany over the date when the Ruhr should be evacuated, a final agreement was signed on August 16. It was provided that the French were to quit the Ruhr within a year. On August 18, the French began the evacuation of two Baden towns in accordance with the terms of the agreement. The Reichstag accepted the American plan as a whole by a two-thirds vote on August 29, and on the following day the final contracts were signed in London, making the agreement effective.

WARS AND RUMORS OF WARS

The period just passed, as has been noted, was probably the most peaceful quarter of a year since the Great War began. Nevertheless, it had several insurrections, and at least two revolutions approaching the dimensions of civil wars.

Albania, on June 2, contributed the first armed uprising of the period when an insurrection under the leadership of two deputies broke out in Scutari. Three days later, both Scutari and Avlona were said to be in the hands of the Nationalists, as the insurgents called themselves. By June 7, the Nationalists had added the Province of Goritza to their conquests, and it was reported that the Albanian Government

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83

Quality Features

Read this list of 83 Chevrolet quality features carefully! Check it against that of any other car near Chevrolet's remarkably low price. This equipment is necessary for a complete and satisfactory motor car. Yet with all these quality features Chevrolet averages the lowest cost per mile of any car built, purchase price and maintenance considered.

1—Valve-in-Head Motor.
2—Oil Pump for Efficient Lubrication.
3—Oil Level Indicator.
4—Oil Gauge on Instrument Board.
5—Step-Cut Piston Rings.
6—Compensating Carburetor.
7—Hot-Air Stove in connection with Carburetor Intake.
8—Valve Adjustment at Top of Push Rods.
9—Exhaust Manifold Off Center of Motor Block.
10—Full Protective Under-Pan.
11—Ventilating Louvres in Hood.
12—Cone Clutch.
13—Centrifugal Water Pump.
14—Harrison Honeycomb Radiator.
15—Rubberized Radiator Cap.
16—"V" Fan Belt.
17—Distributor Ignition.
18—Remy Electric Starter.
19—Remy Generator.
20—Ammeter on Instrument Board.
21—Storage Battery.
22—Drum-Type Legal Headlamps.
23—Headlamp Dimmers.
24—Dash Lamp.
25—Tail Light on Battery Circuit.
26—Klaxon Electric Horn.
27—Horn Button in Center of Steering Wheel.
28—3-Speed Selective Sliding Gear Transmission.
29—Hand Gear Shift Lever.
30—Standard Clutch and Brake Pedals.
31—Accelerator and Accelerator Foot Rest.
32—Spiral-Bevel Ring Gear and Pinion.
33—New Departure Ball Bearing on Pinion Hub.
34—New Departure Thrust Bearing
35—Live Rear Axle Shafts Mounted on New Departure Ball and Hyatt Roller Bearings.
36—11-inch Brake Drums.
37—Positive Brake Linkage.
38—Turnbuckle Brake Adjustment.
39—Efficient Hand Brake.
40—Deep 4½ Inch Frame.
41—Four Frame Cross Members.
42—Drop-Forged Front Axle.
43—Ample Clearance Below Front Axle
44—Irreversible Steering Mechanism.
45—Large Steering Spindle Bolt.
46—Tapered Steering Arm.
47—Spring Cushioned Steering Connecting Rod.
48—New Departure Ball Bearings in Front Wheels.
49—Artillery-Type Wheels.
50—Quarter-Elliptic Springs.
51—Vacuum Fuel Feed.
52—Gasoline Tank Located at Rear.
53—103-inch Wheelbase.
54—Alemite Lubricating System.
55—Full Stream Lines.
56—Low Seats.
57—Crowned Paneled Fenders.
58—Covered Running Boards.
59—Positive Door Catches.
60—Anti-Rattle Hood Catches.
61—Double Adjustable Windshield.
62—Demountable Rims.
63—Extra Rim.
64—Tire Carrier.
65—First Quality Tires.
66—Speedometer.

Open Models

67—Side Curtains Open With Doors.
68—Triple-Baked Enamel Finish.
69—Large Glass Window in Rear Curtain.
70—Burco Curtain Fasteners.
71—Curved Bottom Windshield.
72—Rubber Weather Strip on Cowl.
73—Four Doors.

Closed Models

74—Body by Fisher.
75—Fine Finish.
76—Plate Glass Windows.
77—Ternstedt Window Regulators.
78—Door Locks.
79—Sun Visor.
80—Windshield Cleaner.
81—Velour Upholstery and Dome Light.
82—Robe Rail.
83—Straight Side Cord Tires.

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Superior Roadster - - -	$495
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Prices f. o. b. Flint, Michigan

had decided to accept their conditions, concerned chiefly with the social and economic emancipation of the populace.

A revolution broke out in the State of Sao Paulo, Brazil, on July 6, and was reported, four days later, to have assumed serious dimensions. Some three thousand soldiers and civilians had been killed by July 15, according to a dispatch of that date. By July 22, the government forces reported that they had recaptured outlying sections of Sao Paulo from the rebels and were bringing up heavy artillery, and, a week later, the rebels were reported to be in flight.

Throughout this same time, beginning on July 7, Spain was engaged in bloody, and not always successful, warfare with the tribesmen in her Morocco territory. Sporadic fighting here continued until late in August, with the prospect, according to reports from Spanish sources, that there would be more fighting as soon as both sides had time to rest and refit.

At the very end of the period, civil warfare between two rival Chinese Tuchuns broke out near Shanghai, and an anti-Bolshevik revolt was said to be making headway in the Caucasian provinces of Georgia and Azerbaijan.

There was some fighting in Italy between the adherents of Mussolini and the Socialists, in the early part of the quarter, following the murder by Fascisti officials of Signor Matteotti, a Socialist Deputy in the Italian Chamber. On June 17, anti-Fascist demonstrations were reported from several provinces of Italy. Mussolini, on June 25, denounced the lack of discipline among his followers, and on July 3 decided that the Fascisti militia should swear allegiance to the King, thus transferring the body's allegiance from himself, and marking the first step toward its absorption in the regular Army.

JAPANESE RESENTMENT AGAINST AMERICA

Early in June, as a result of the refusal of Congress to continue the "Gentlemen's Agreement" providing for Japanese exclusion, several Japanese committed suicide near the ruins of the American Embassy in Tokyo in sign of protest against the American attitude, and, on June 5, an anti-American demonstration by 25,000 people took place in the same city. On June 14 the American Embassy in Tokyo protested to the Japanese Government against a wide-spread boycott of American goods, especially motion-picture films. The boycott, as well as the hard feeling behind it, lessened gradually, until late in August semi-official reports from the Japanese Government announced that active opposition to American imports had practically ceased.

Japan, in the meantime, was reported to have been in conference with Russian Bolshevik officials, in an attempt to reach an understanding with the Soviet Government, by which certain oil concessions in Russian Sakhalin would be bartered for Japan's recognition of Russia. Japanese officials denied reports to the effect that American hostility was forcing the island kingdom into an alliance with Russia.

THE AMERICAN POLITICAL POT BOILS

The three leading political parties in the United States, Republicans, Democrats and Progressives, chose candidates whose names are already household words throughout the country, and enlivened a generally reposeful summer by their conventions, notifications, and political pageantry. In addition to the most prominent candidates—Coolidge and Dawes for the Republicans, Davis and Bryan for the Democrats, and La Follette and Wheeler for the Progressives—H. P. Faris was chosen to head the Prohibitionist national ticket; W. Z. Foster was nominated by the Workers' party, Frank T. Johns became the candidate of the Socialist Labor party, Gilbert O. Nations of the American party, and William J. Wallace of the Commonwealth Land party, the organization of the single-taxers. THE LITERARY DIGEST, as the quarter ended, inaugurated a "straw vote" of record-breaking dimensions, to test the political sentiment of the country. A grand total of 15,000,000 ballots was being distributed in all parts of the country.

A most significant development in the political situation is seen by many publicists in the increasing part in government taken by women. Women city officials and State legislators are already numbered by the hundreds. On June 20, Mrs. Soledad Chacon, Secretary of State of New Mexico, became acting-Governor, during the absence of Gov. James M. Hinchley. She was the first woman to act as the chief executive of any State.

Going far beyond this advance, Mrs. Miriam A. Ferguson has just won the Democratic nomination for Governor of Texas in a spirited contest which attracted the attention of the whole country. The nomination is equivalent to election, and Texas thus gains the distinction of presenting the first woman Governor to the nation. One supporter of her candidacy remarked that "the next Governor of Texas is a darned good cook." Mrs. Ferguson's campaign was opposed principally by the Ku Klux Klan, and her success was hailed by anti-Klan publicists as a great victory over the secret organization. Spokesmen for the three leading parties came out with pronouncements against the Klan at about this time.

A political episode of a slightly comic character was introduced by the placing of a gas bomb in the Rhode Island Senate Chamber on June 19. The Chairman of the Republican State Central Committee was indicted in connection with this affair.

Somewhat allied to the bubblings of the political pot was the return of indictments, in the District of Columbia Supreme Court, against Albert B. Fall, former Secretary of the Interior, Edward L. Doheny and E. L. Doheny, Jr., charging them with felony in connection with the leasing of naval oil reserves in Wyoming and California.

PROGRESS IN AVIATION

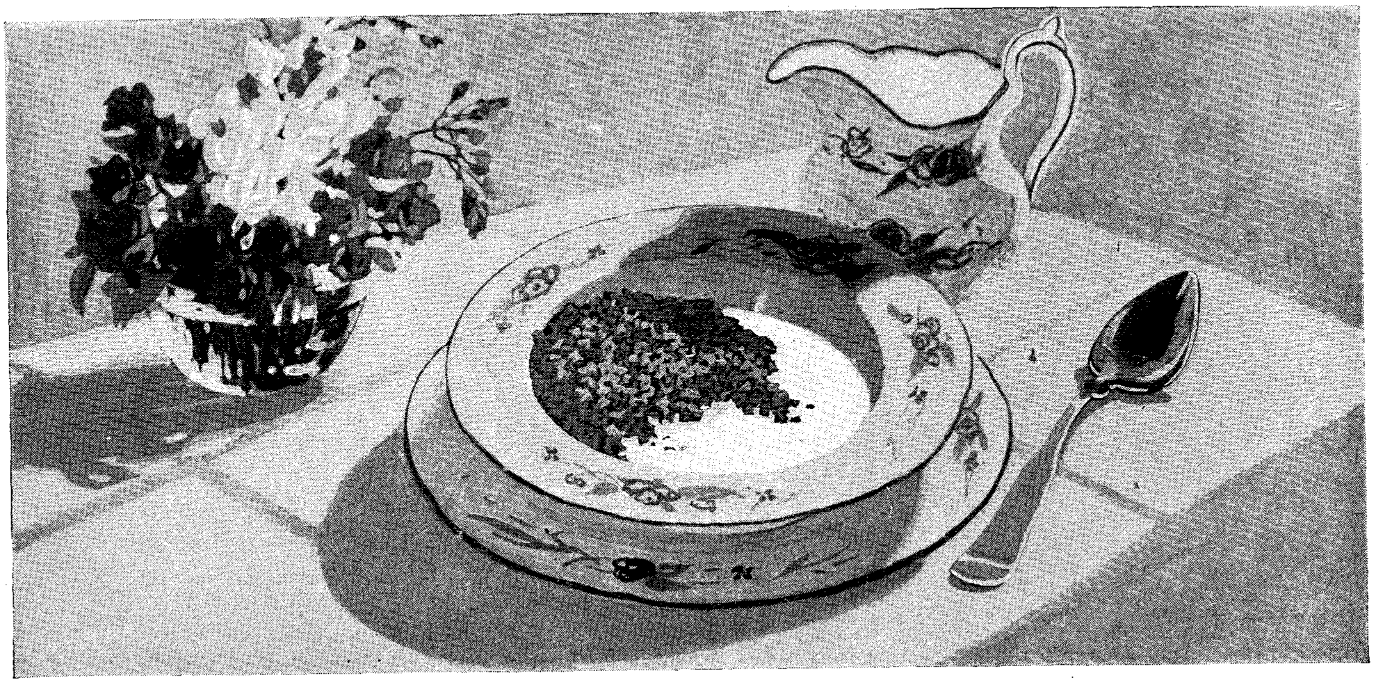
The three American around-the-world flyers, who had reached Saigon, the capital of French Cochin-China, early in June, passed on by way of Constantinople, Vienna, Paris, and London toward their American starting-point. One of the three planes was forced down on the flight between Scotland and Iceland and wrecked in the attempt to put it aboard a cruiser, but the remaining two flyers finally reached the American mainland, near Indian Harbor, Labrador, on August 31, the last day of the quarter. Four other attempts at long-distance flights, by English, Portuguese, French and Italian aviators, ended in wrecks. An Argentine round-the-world flyer is still on his way, with approximately half his journey completed.

The daily air-mail service between New York and San Francisco, begun on July 1 and continued with regularity of schedule, was hailed by several foreign aeronautical experts as the most successful and ambitious attempt yet made to inaugurate commercial aviation. A huge commercial airship, destined for use by the United States Army, called temporarily the *ZR-3*, was completed about the middle of August by the German Zeppelin works on Lake Constance, and given trial flights in preparation for being flown to this country. The Navy's dirigible, the *Shenandoah*, was tested, during the summer, at a mooring-mast constructed on a supply ship and the innovation was reported to promise greatly increased radius of action for air cruisers. "Racing the sun from sea to sea," Lieutenant Maughan crossed the continent in a pursuit plane on June 24, making the distance of 2,680 miles between New York and San Francisco in eighteen hours and twenty-six minutes.

THE OLYMPIC TITLE REMAINS IN AMERICA

American athletes left the Olympic battlefield near Paris on July 13, triumphant in track and field for the eighth successive time since the revival of the old Greek games. The leading scores stood, America 255 points, Finland 166, and Great Britain 85½. Eight new world's records and thirteen new Olympic marks were set up, with Finnish runners responsible for four records, and the American team for seven.

In addition to the honors in the field and track events, Olympic championships were won by United States sportsmen in Rugby football, in rifle-shooting, in pistol-shooting, in trap-shooting, in wrestling, in rowing, in lawn-tennis, in swimming, and in boxing. Ninety-eight of the 361 Olympic medals were won by American contestants.



Served with cream or rich milk Grape-Nuts gives you in most delicious form the essentials of a well-balanced ration

Keep your human house in order

A PROMINENT DENTIST says this about Grape-Nuts:

"Soft foods that can be swallowed without enough chewing cause much of the modern tooth and digestive trouble.

"Such foods lodge in the interstices of the teeth causing ferments which the mouth glands, through lack of exercise, are too sluggish to counteract.

"I believe that the form of Grape-Nuts is particularly fortunate in that it makes proper chewing a pleasant necessity."

Back of the thousands of doctors and dentists who are interested in what you eat are the biological chemists who are devoting their lives to find out just what it is you need.

The government, women's clubs, schools, dietitians, all are fighting against *malnutrition.*

One out of three persons in this country—rich and poor alike—is a victim of *malnutrition*—due not to lack of food but to the wrong *kind* of food.

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If you want to keep on having to patch your human house—keep on eating the wrong things.

If you want to get and keep your human house in order—eat foods your body can digest and *transform into nourishment.*

In this delicious food is nourishment you need in the form your body can digest

At least one-third of your nourishment should come from the carbohydrates — the great source from which you daily renew your strength and vitality.

But the carbohydrates should be prepared right to meet the needs of your body. Otherwise they may fail to give you the nourishment you need and they may be producing instead the poisons and acids that give rise to so many physical ills.

Three-fourths carbohydrates — dextrinized!

Three-fourths of the content of Grape-Nuts (which is made from wheat and malted barley) are the precious carbohydrates — *dextrinized* — scientifically broken down into the form that will yield the greatest amount of nourishment to your body.

Even if you have abused your body with difficult foods, you can digest Grape-Nuts easily.

Daily renews your strength and vitality

There is no other food like Grape-Nuts in form or taste. It will be a revelation to you. Delicious crisp kernels that invite thorough chewing—the first step toward sound digestion. You will like Grape-Nuts.

Served with milk or cream Grape-Nuts gives you just the nourishment you need. Eat it every day and see what a difference it makes in the way you feel.

All grocers have Grape-Nuts. Hotels and restaurants serve it in individual packages of a single portion.

Free—Sample Offer

Send today for four of the individual packages—free. Enough Grape-Nuts for four nourishing breakfasts. Free offer also includes book of 101 delicious recipes selected from 80,000 prepared by housewives who regularly serve Grape-Nuts.

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ON THE TRAIL OF HIS ROYAL SHYNESS

WHEN THE HARD-BOILED democrats of the United States fall all over themselves to get a glimpse of a somewhat engaging young visitor, who happens to be Prince of Wales, it excites a large number of newspaper editors to ironic mirth. That Edward Patrick David Windsor is "without doubt the most popular royal personage in the world" does not seem to them adequate reason for our actions. He may be England's greatest ambassador, or the best traveling salesman the British Empire ever had, or the world's most prominent "dead game sport," but still our journalistic philosophers are puzzled.

Are we "plumb crazy over princes?" asks the Cleveland *News*. The pushing and shoving is "enough to make one wince." The Syracuse *Post-Standard* observes owlishly that we don't give a hang for kings and princes—oh, no! We say so ourselves. "But when a prince so important as Edward comes to town we make a greater fuss about him than over Babe Ruth or Jackie Coogan." It is a favorite amusement of Americans in London to remark on English foolishness over their royal personages, chortles another editor. How far we are above such foolishness! says he. As a matter of fact the Prince has had attention such as we would not show any American, however distinguished. "A notice that he would drive up Fifth Avenue," concludes this writer witheringly, would "fetch a greater crowd than a circus parade with the menagerie in all the cages." Perhaps we don't "love a lord," but we certainly like to look at one, he concludes.

From the time when high-priced radio messages from his ship, the *Berengaria*, began to fill the press, the United States has been flooded with front-page stories about the Prince. The Boston *Herald* mentions some of these "interesting discoveries":

> The Prince wears clothes and eats food; he tramps the decks, boxes and dances; gets the booby prize in a potato-race, and teams with the losing side in the rope-pull; takes headers into the swimming-pool, and sings popular songs—he actually seems to be as human as his fellow voyagers.

When this apparently shy and unassuming young man arrived in New York harbor, one unfortunate reporter was detailed to ferret out complete descriptions of all his clothes. Later he clung panting to a telephone for two hours dictating his "story," and columns of microscopic measurements at once appeared, together with diagrams and graphs showing the exact proportion of blue shirts "with collar of the same," etc., etc.

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GOAL!

"'E never fell off a 'orse in 'is life. The 'orse always fell with 'im. I'll lay ten pound to a tanner nobody ever saw the Prince of Wales leave 'is 'orse," proclaimed a loyal Cockney groom while the Prince was playing polo at Westbury.

"What does the Prince think of all this fuss?" asks the Wichita *Daily Eagle*. The poor chap "has no more privacy than a goldfish," sympathizes another paper, what with "tuft hunters and snobs." Fortunately, observes the Philadelphia *Public Ledger*, "he has a sense of humor, which royal personages usually lack," and through it all has managed to maintain a cheerful and unaffected "front," act as much like a normal human being as possible, and see what there is to be seen.

The last Prince of Wales to visit America was his grandfather, later Edward VII, in the days of President Buchanan. Perhaps if we entertained such folks more often, we might be more natural, points out one observer. It is interesting to note that the English once fell all over themselves in the same way when this boy's great-grandmother, Victoria, was a young and beautiful wife. "Obsequious toadyism," observes Chas. L. Greaves in Mr. Punch's History of England, "was more pronounced eighty years ago." In the autumn of 1844 Thackeray and the other progressive young editors of *Punch* published the following fictitious proclamation, which they boldly ascribed to the Queen:

> "*Whereas*, on each and every of Our Royal Movements it has been, and is the custom of sundry weakly disposed persons known as 'our own correspondents,' 'our private correspondents,' and others to write absurd and foolish language touching Ourself and Beloved Babies—it is Our Pleasure that such foolish practises be discontinued; and that from henceforth, all vain, silly, and sycophantic verbiage shall cease, and good straightforward, simple English be used in all descriptions of all progresses made by Ourself and our Royal Consort. *And Furthermore*, it shall be permitted to Our Royal Self to wear a white shawl, or a black shawl, without idle talk being passed upon the same. *And Further*, Our Beloved Consort shall, whenever it shall so please him, 'change his round hat for a naval cap with a gold band,' without calling for the special notice of the newspapers. *And Further*, That Our Beloved child, the Princess Royal, shall be permitted to walk 'hand in hand' with her Royal Father without exciting such marked demonstrations of wonderment at the familiarity as have been made known by the public press.
>
> "*Be it Known*, That the Queen of England is not the Grand Lama.
>
> "Victoria Regina.
>
> "Given at Blair Athol,
> "September 16, 1844."

A few days after his arrival on Long Island, the Prince's secretary courteously informed the press that Baron Renfrew (the young man's pseudonym) would please like to be excused

MAXWELL

Maxwell is One of the Staunchest Cars Built Today

At all vital points, you will find that metals and construction of the good Maxwell are the same as in cars costing three to four times as much.

In proportion to its weight and power, *it is actually stronger than the most expensive cars built today.*

That's a big thing for us to be able to say about a car of the good Maxwell price; and it is one of the Chrysler superiorities that put Maxwell so far ahead of its own field.

Yet it is only one of the sound, fundamental superiorities which make us proud to be factors in its production. You have probably heard about Maxwell pick-up—how in a flat 8 seconds, it accelerates from 5 to 25 miles an hour.

You are also probably acquainted with the fact that the simple device of a platform spring under the front end of the motor, combined with the balancing of reciprocating parts to the fraction of an ounce, practically eliminates any sense of vibration.

Are you aware, however, that all the way through the Maxwell chassis, you find chrome nickel or other high grade alloy steel for those parts which must stand heavy stress and strain—just as in cars of highest price?

The front axle, and all the parts on which depend the control of the car, are almost unreasonably over-strong. In tests, these axles are given three complete twists without a sign of fracture.

A bull-dog for powerful pulling—this car; but it can't pull too hard for transmission and rear axle.

The steering knuckles, and the king pins upon which they turn, are of chrome nickel steel, heat-treated.

The thoroughness of good Maxwell strength is well illustrated by the frame, which is unusually deep, and braced by six stout cross members.

Good Maxwell strength, in a word, is a match for Maxwell performance and dependability.

All these are a part of that complete and unusual goodness which scores of thousands of owners declare makes the good Maxwell the most care-free and economical motor car they have ever possessed.

MAXWELL MOTOR SALES CORPORATION, DETROIT, MICHIGAN
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MAXWELL-CHRYSLER MOTOR COMPANY OF CANADA, LIMITED, WINDSOR, ONTARIO

Touring - -	*$ 895*	*Club Coupe -*	*$1025*
Sport Touring -	*1055*	*Club Sedan -*	*1095*
Roadster - -	*885*	*Sedan - -*	*1325*

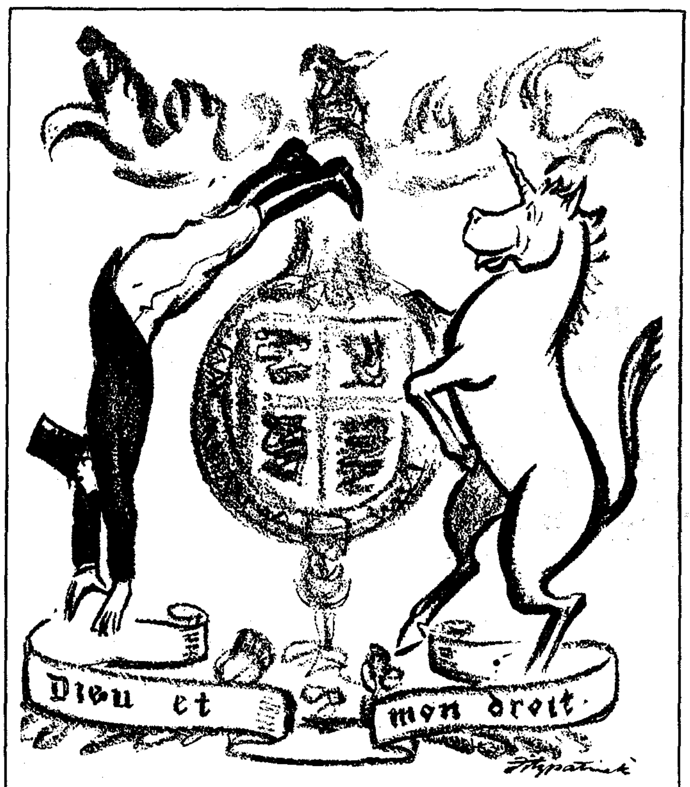
All prices F. O. B. Detroit subject to current government tax.

There are Maxwell dealers everywhere. All are in position to extend the convenience of time-payments. Ask about Maxwell's attractive plan.

The Good
MAXWELL

from giving out any further information as to his future movements. What the Prince really needs, remarks one observer, is a publicity manager to keep all this chatter about him out of the papers entirely. One irate Chicago editor observes that it is driving men back to the "eating tobacco of their sturdy sires," and threatens himself to return permanently to the old cut-plug.

What was Mr. David Windsor doing all this time down on Long Island that it should fill the front pages? As far as can be learned from the dispatches, he seems to have been doing about what any energetic young man on a two weeks' vacation would do, if he had the opportunity. He rides horseback, swims, stays at an occasional dance till the musicians leave, boxes, writes home to his folks, and sees all the athletic events near by. Instead of playing baseball in the back lot with the boys, he plays polo in somebody's big back yard, because he happens to know that game better, and plays it pretty decently well. Instead of tinkering at a one-lung motor-boat, he gets a ride in a forty-mile express cruiser, and instead of spending a day at the beach, he spends a similar day at a beach club. Here, for instance, is a typical story of the way the Prince spent the day after his official call on the President in Washington, and his quiet lunch with the Coolidges. Says the New York *Times:*



A NEW PRINCELY COAT-OF-ARMS

Illustrating our genially exaggerated belief that as a horseman, the Prince is a champion diver.

—Fitzpatrick in the St. Louis *Post-Dispatch.*

> Long Island air evidently agrees with the Prince. He got back from his official visit to Washington close to eleven o'clock on Saturday night, with nothing on his mind except play. So he went peacefully to bed and was sleeping like a child when his valet called him after nine o'clock.
>
> Followed a leisurely breakfast, a few minutes of idleness, and then an open automobile came out of the main gate of the Burden estate, the Prince's home for his Long Island stay. Beside the chauffeur sat the Prince's head groom. On the back seat lolled a slim young man with a battered old Panama hat pulled well down over his eyes. Looking very gay and very eager under the shadow of that drooping headgear was the Prince of Wales. The car made its way to the polo field, finding itself entangled now and then like any other car in the heavy traffic of Long Island on a holiday. Each time it came to a forced halt the Prince promptly put out his arm to halt traffic behind, but no one knew it was he. State troopers on motorcycles were all ready to escort him and assure him the right-of-way, but once sure that he was free of the estate without a following of curious well-wishers, he exprest a wish to travel unguarded.
>
> When the Prince alighted at the polo field he was attired in well-worn Bedford-cord riding-breeches, tan boots, and a heavy sweater, the high collar of which concealed a faded blue shirt and collar and a red cravat. The Panama gave place to a khaki polo helmet, and the Prince mounted his favorite mare, Kitty.

Then with a few friends they started to "bat the ball around." This time there was no game, because the day was extremely hot. In about two hours most every one had had enough. The Prince, however, kept at it, pretty well lathering three horses. Finally after fifteen minutes of snappy practise at polo evolutions, he headed for the showers, too. It was while he was cooling off that an indignant groom explained to a large circle of journalists how much the Prince's horsemanship has been wronged, by our facetious press. Quoting from the New York *Evening Post:*

> In the broadest of cockney accents, the groom defended his royal employer vehemently. Almost there were tears in his eyes.
>
> "'E doesn't fall off 'is 'orse," the groom said. "'E never fell off a 'orse in 'is life. The 'orse always fell with 'im. Now there's an important difference there. A gentleman never falls off 'is 'orse unless 'e leaves 'is 'orse. As long as 'e stays with 'is 'orse, it can not be said as 'ow 'e 'as fallen off 'im. Now, the Prince always stays with 'is 'orse, gentlemen of the press. 'E never leaves 'is 'orse. I am willing to lay ten pound against a tanner that nobody ever saw the Prince of Wales leave 'is 'orse."
>
> The reporters agreed to make this technical point abundantly clear to the American public.
>
> During the afternoon and following the luncheon at the Burden home, the Prince was a guest of Harrison Williams, on board his new racing motor-boat, the *Whim,* which is designed on the same lines as the champion water-racer, the *Gar II,* and has a speed of forty-two miles an hour when prest. The Prince rode at the *Whim's* top speed on Long Island Sound for two hours, his fair hair streaming in the wind and an expression of enthusiastic satisfaction on his face. The cruise took the party from Glen Cove to Port Washington and then to Greenwich, Connecticut. The Prince exprest keen delight at the experience when he landed.
>
> The Prince returned to the Burden estate at eleven-thirty o'clock last night after a long motor ride. Capt. A. S. Lascelles, his secretary, said that the Prince went to bed immediately after returning to the Burden home.

During this time, we are told the village of Syosset managed to restrain its curiosity fairly well, altho a constant stream of motorists rolled through the town, and there were always a few curious idlers hanging about the Burden gates. One actress, observes *The Times,* "escorted by two press agents, tried to crash the gates and meet the Prince, but there was no unpleasantly determined effort to prevent the young fellow from having his holiday in his own way."

Incidentally an expert American horseman is quoted in the Washington *Post* as follows:

> Contrary to the impression given by the humorous press of our country, he is an excellent horseman. This is easily proven by the fact that in the four years in which he has done difficult and dangerous riding, such as hunting and steeplechasing, he has only had some fourteen falls. Taking in consideration the fact that he hunts three times a week during the season and will be found practically always in the first flight in the hunt, sets him down as one of the best lightweight huntsmen in England. He consistently rides at or near the head of the hunt in every chase. This fact can be borne out by American men who have hunted with him for the last few years in Leicestershire. Fourteen falls in some four years of hard riding is a very low average. In fact, this number of falls is often indulged in in a single season by the best of riders. It is natural that he being the heir to the throne in England, should have great publicity and big headlines whenever he takes a fall. This would be true of the President of the United States, while an obscure but good rider would have no publicity at all if he comes a cropper.

Will Rogers, of Oklahoma and the Follies, came frankly to the support of this statement. At a dinner he is quoted in the New York *World* as drawling to the usual accompaniment of his vigorous gum-chewing: "Neither the Prince nor I falls off

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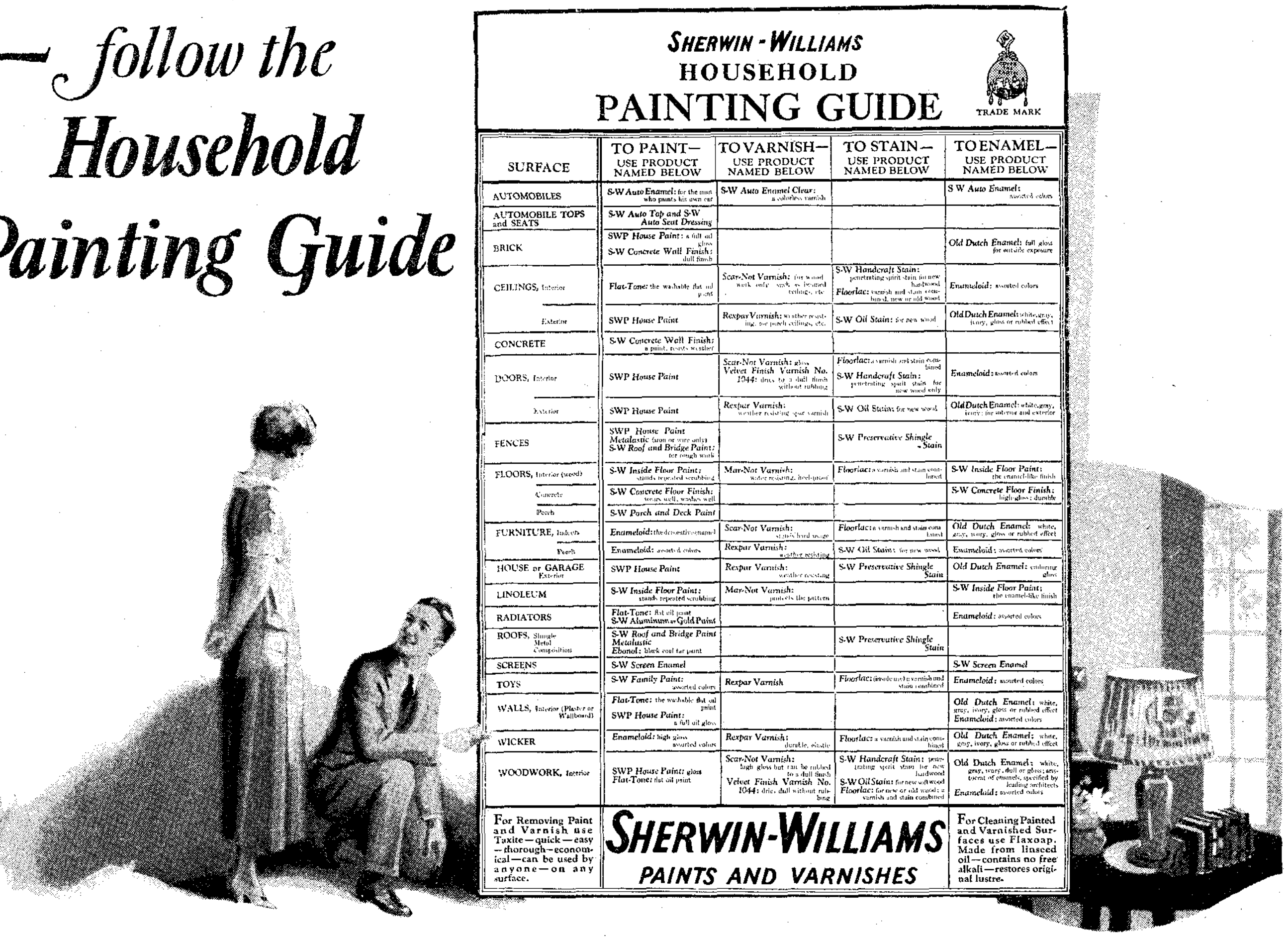


SHERWIN-WILLIAMS
HOUSEHOLD
PAINTING GUIDE

TRADE MARK

SURFACE	TO PAINT—USE PRODUCT NAMED BELOW	TO VARNISH—USE PRODUCT NAMED BELOW	TO STAIN—USE PRODUCT NAMED BELOW	TO ENAMEL—USE PRODUCT NAMED BELOW
AUTOMOBILES	*S-W Auto Enamel:* for the man who paints his own car	*S-W Auto Enamel Clear:* a colorless varnish		*S-W Auto Enamel:* assorted colors
AUTOMOBILE TOPS and SEATS	*S-W Auto Top and S-W Auto Seat Dressing*			
BRICK	*SWP House Paint:* a full oil gloss *S-W Concrete Wall Finish:* dull finish			*Old Dutch Enamel:* full gloss for outside exposure
CEILINGS, Interior	*Flat-Tone:* the washable flat oil paint	*Scar-Not Varnish:* for wood work only such as beamed ceilings, etc	*S-W Handcraft Stain:* penetrating spirit stain for new hardwood *Floorlac:* varnish and stain combined, new or old wood	*Enameloid:* assorted colors
Exterior	*SWP House Paint*	*Rexpar Varnish:* weather resisting, for porch ceilings, etc.	*S-W Oil Stain:* for new wood	*Old Dutch Enamel:* white, gray, ivory, gloss or rubbed effect
CONCRETE	*S-W Concrete Wall Finish:* a paint, resists weather			
DOORS, Interior	*SWP House Paint*	*Scar-Not Varnish:* gloss *Velvet Finish Varnish No. 1044:* dries to a dull finish without rubbing	*Floorlac:* a varnish and stain combined *S-W Handcraft Stain:* penetrating spirit stain for new wood only	*Enameloid:* assorted colors
Exterior	*SWP House Paint*	*Rexpar Varnish:* weather resisting spar varnish	*S-W Oil Stain:* for new wood	*Old Dutch Enamel:* white, gray, ivory: for interior and exterior
FENCES	*SWP House Paint* *Metalastic* (iron or wire only) *S-W Roof and Bridge Paint:* for rough work		*S-W Preservative Shingle Stain*	
FLOORS, Interior (wood)	*S-W Inside Floor Paint:* stands repeated scrubbing	*Mar-Not Varnish:* water resisting, heel-proof	*Floorlac:* a varnish and stain combined	*S-W Inside Floor Paint:* the enamel-like finish
Concrete	*S-W Concrete Floor Finish:* wears well, washes well			*S-W Concrete Floor Finish:* high-gloss: durable
Porch	*S-W Porch and Deck Paint*			
FURNITURE, Indoors	*Enameloid:* the decorative enamel	*Scar-Not Varnish:* stands hard usage	*Floorlac:* a varnish and stain combined	*Old Dutch Enamel:* white, gray, ivory, gloss or rubbed effect
Porch	*Enameloid:* assorted colors	*Rexpar Varnish:* weather resisting	*S-W Oil Stain:* for new wood	*Enameloid:* assorted colors
HOUSE or GARAGE Exterior	*SWP House Paint*	*Rexpar Varnish:* weather resisting	*S-W Preservative Shingle Stain*	*Old Dutch Enamel:* enduring gloss
LINOLEUM	*S-W Inside Floor Paint:* stands repeated scrubbing	*Mar-Not Varnish:* protects the pattern		*S-W Inside Floor Paint:* the enamel-like finish
RADIATORS	*Flat-Tone:* flat oil paint *S-W Aluminum or Gold Paint*			*Enameloid:* assorted colors
ROOFS, Shingle Metal Composition	*S-W Roof and Bridge Paint* *Metalastic* *Ebonol:* black coal tar paint		*S-W Preservative Shingle Stain*	
SCREENS	*S-W Screen Enamel*			*S-W Screen Enamel*
TOYS	*S-W Family Paint:* assorted colors	*Rexpar Varnish*	*Floorlac:* (inside use) a varnish and stain combined	*Enameloid:* assorted colors
WALLS, Interior (Plaster or Wallboard)	*Flat-Tone:* the washable flat oil paint *SWP House Paint:* a full oil gloss			*Old Dutch Enamel:* white, gray, ivory, gloss or rubbed effect *Enameloid:* assorted colors
WICKER	*Enameloid:* high gloss assorted colors	*Rexpar Varnish:* durable, elastic	*Floorlac:* a varnish and stain combined	*Old Dutch Enamel:* white, gray, ivory, gloss or rubbed effect
WOODWORK, Interior	*SWP House Paint:* gloss *Flat-Tone:* flat oil paint	*Scar-Not Varnish:* high gloss but can be rubbed to a dull finish *Velvet Finish Varnish No. 1044:* dries dull without rubbing	*S-W Handcraft Stain:* penetrating spirit stain for new hardwood *S-W Oil Stain:* for new soft wood *Floorlac:* for new or old wood; a varnish and stain combined	*Old Dutch Enamel:* white, gray, ivory, dull or gloss; aristocrat of enamels, specified by leading architects *Enameloid:* assorted colors

For Removing Paint and Varnish use Taxite—quick—easy—thorough—economical—can be used by anyone—on any surface.

SHERWIN-WILLIAMS
PAINTS AND VARNISHES

For Cleaning Painted and Varnished Surfaces use Flaxoap. Made from linseed oil—contains no free alkali—restores original lustre.

The MAGIC OF PAINTING

The magic of it! a few lovely colors and you have a home made new. A French gray, perhaps, or an ivory—a delicate azure, it may be, or a cool forest green. Is it any wonder that thousands of homes are beautiful which once were commonplace? Many an exquisite little bedroom—many a lovely dining room—many a dainty kitchen owes all its attractiveness to somebody's appreciation of what beautiful fresh colors can do for the home. Look about as you read this—which rooms would you like to see transformed?

BIG JOBS TO GOOD MEN

There are painters eager to do your big work *right*. Ask your Paint Headquarters for names of such men, if you have big work that calls for their services. *If you hire a painter, hire a good one.*

THEY have gone to the Household Guide with their wall decorating problem.

They find "Walls" and on the same line with it, the correct *types* of finishes that will work right *on walls.*

Do they want a flat or gloss effect—a finish of modest cost or one more expensive? *Here is their accurate guide to correct material.*

Each surface of the home is here on the Guide with its own type of finishes for giving beautiful results.

The fact is: Each type of surface calls for its own type of paint. Paints must be chosen according to type. The same is true of varnishes, of stains and enamels.

The Household Guide is authoritative, giving Sherwin-Williams recommendations. *Save this copy for use when needed.*

Remember that the remarkable help of the Guide is exclusively found at "Paint Headquarters." Look for it.

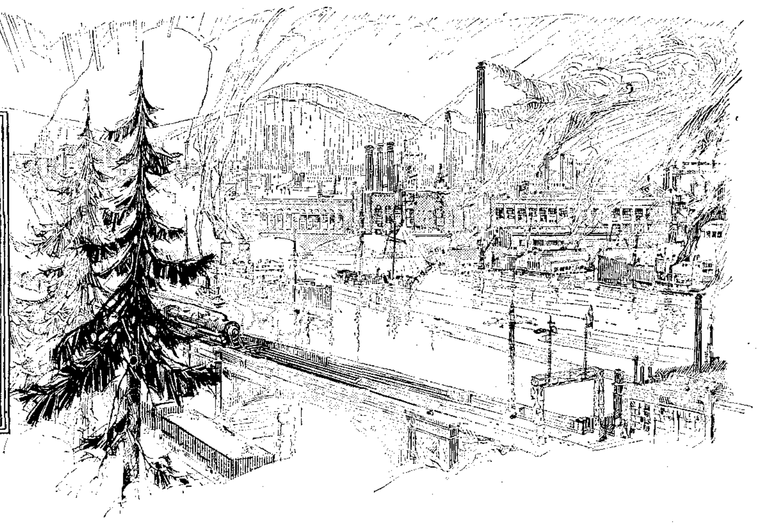
The store selling Sherwin-Williams finishes is "Paint Headquarters" because it has the Household Guide service. Go there with confidence. You will find an even more extensive Guide than the one shown here. Look for the display of the Household Guide in the window and inside the store.

Do you know that the S-W Dep't of Home Decoration will give you special individual ideas without charge? Write. At the same time ask for the helpful free booklet B 450 and the free set of up-to-date color plates showing Special Decorative Suggestions. For the most valuable book on Home Decorating you have ever seen send 50c (65c in Canada). Beautiful full page color reproductions of the newest interior and exterior color schemes—177 pages of invaluable information. Write Dept. B 435 at address below.

THE SHERWIN-WILLIAMS CO.
650 CANAL ROAD, CLEVELAND, O.
Largest Paint and Varnish Makers in the World

SHERWIN-WILLIAMS
PAINTS AND VARNISHES

Why lubrication is important to plant executives



Six great inventions

How Gargoyle Lubricating Oils cleared the way for their development—and made modern plant operation possible

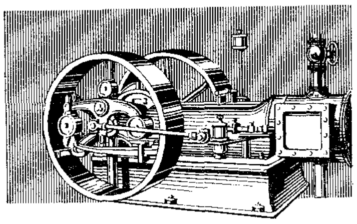
In 1866 Hiram Everest erected in a back yard in Rochester, New York, a small still to distill kerosene from crude petroleum. The residue, which at that time had no commercial value, troubled him. But further examination disclosed rich lubricating qualities. From this discovery was produced the first mineral lubricant.

At that time, only animal lubricants — sperm oil, tallow, lard and suet — were used. Machinery was slow moving. It yielded absurdly little power. Efforts to increase that power by speeding operation demanded a more effective lubricant. Mineral oil solved the problem. Mr. Everest, first President of the Vacuum Oil Company, lived to see petroleum lubricants revolutionize the design and operation of all modern high-speed machinery. These lubricants are known the world over as Gargoyle Lubricating Oils.

One of the greatest sources of pride to Vacuum Oil Company representatives is the part their company has played in quickening the development of great inventions and making modern plant operation possible.

Six instances follow:

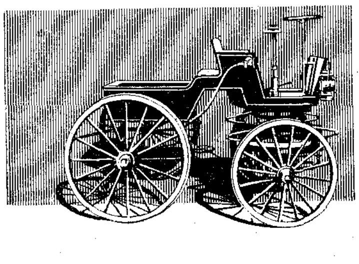
What does the *Stationary Steam Engine* owe to Gargoyle Lubricating Oils?



Prior to the production of Gargoyle Cylinder Oil 600-W, stationary steam engines were lubricated with tallow.

Gargoyle Cylinder Oil 600-W was the first successful petroleum lubricant used for steam engines. Its success was so marked that a large number of imitations soon appeared—many of these imitations even adopted the name "600-W." But to this day no other cylinder oil is so well adapted to the wide range of steam engine conditions throughout the world as Gargoyle Cylinder Oil 600-W.

What does the *Automobile Engine* owe to Gargoyle Lubricants?



In 1872, Mr. George B. Selden set out to invent a mechanically propelled wagon.

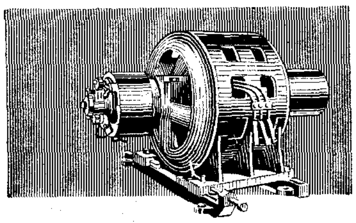
In 1877, with high heart he looked upon his finished engine. Then came a setback. He found that none of the animal or vegetable lubricants then in use would give adequate service on this new kind of internal-combustion engine. So great was the inefficiency of these oils that Mr. Selden practically gave up the idea of perfecting his engine for road service.

Later in the year he learned that the Vacuum Oil Company had produced a new, clear petroleum, lubricating oil. He secured a few gallons. The turning point was reached. Wiped out were the problems of oil decomposition and highly offensive exhaust smoke. The new oil lubricated his engine with high efficiency. He went ahead with his work.

Mr. Selden paid that oil this tribute: "It is beyond doubt that the Vacuum Oil Company was the first to make a suitable pure mineral oil that would lubricate a gasoline automobile, and I was the first one to make use of it."

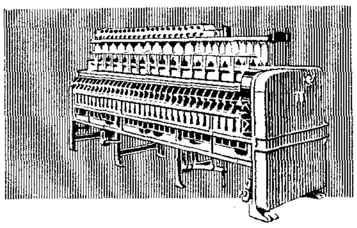
Today, several grades of Gargoyle Mobiloil supply scientifically correct lubrication for each make and model of automobile, motor-truck, farm tractor, motor-cycle, and motor-boat.

The *Electric Generator and Motor*—what have Gargoyle Lubricating Oils had to do with their development?



In the middle 80's new designs in Electric Generators and Motors introduced the new speed of 1000 revolutions per minute. This brought up a fresh lubricating problem. The Vacuum Oil Company turned to meet it. Gargoyle Vacuoline Oil Extra "A" (formerly called Gargoyle Arctic Engine Oil) was produced to meet this need. Although other oil companies later offered oil of almost identical laboratory tests at half the price, users found the Gargoyle product far more economical.

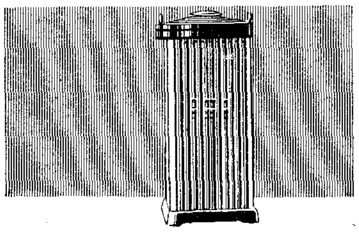
What does the *Textile Industry* owe to Gargoyle Lubricating Oils?



In the early 80's a relatively thin oil was used for spindle lubrication. The Vacuum Oil Company's engineers, however, believed that the oil was unnecessarily heavy for the work—resulting in an unnecessary waste of power.

After a period of experimentation the Vacuum Oil Company produced Gargoyle Spindle Oils. Textile mills reported a marked saving in coal bills on changing to these lubricants—frequently as great as 40%.

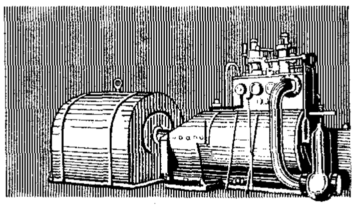
How did the Vacuum Oil Company make possible the modern *Electric Transformer*?



The first transformers handled currents from 2000 to 3000 volts. The higher the voltage the greater the heat. A petroleum product is here used as an insulating and cooling medium.

This new problem was met when the Vacuum Oil Company, working with the electrical companies, produced for them distinctive grades of Transformer Oils specially adapted for their appliances. Manufacturers were thus enabled to raise the early voltages higher and higher.

How was the development of *Steam Turbines* dependent on Gargoyle Lubricating Oils?



Steam turbines presented two new lubricating problems:—

1 They operated at speeds of 1800 to 3600 r. p. m.

2 Water tended to get into the system which, when churned with oil, formed a sludge. This sludge would often choke the oil pipes.

The turbine problem centered about the production of lubricating oil which would not sludge and which would readily separate from water. After extensive research and experiment, this problem was met through the production by the Vacuum Oil Company of three grades of Gargoyle D. T. E. Oils.

A Broad Service to Industrial Plants

Over 85% of the leading builders of all prime mover engines recommend or approve the use of Gargoyle Lubricating Oils, made by the Vacuum Oil Company. The majority of builders of the many other kinds of industrial machinery recommend or approve the Gargoyle Lubricating Oils.

Take the leading industries and the ten leading manufacturers in each industry, and you will find that the Vacuum Oil Company will be lubricating important units in the large majority of them.

In thousands of plants in all lines of industry the Vacuum Oil Company is today solving lubricating problems and bringing about improved operating results.

Such later inventions as aeroplanes, motorships, the gyro-compass, tele-motors, pneumatic tools, refrigerating apparatus, paper making machines—in fact practically all high-speed machines afloat and ashore—have encountered serious lubrication problems. In the solutions of the problems, the Vacuum Oil Company has played a notable and conspicuous part.

The future of invention will doubtless present fresh problems in lubrication. The Vacuum Oil Company pledges its resources to meet these requirements as they arise.

In the meantime, Gargoyle Lubricating Oils remain the standard by which all high-grade lubricants are judged. They insure smoother running machinery, less wear, fewer interruptions of operation and increased production from all machinery in all industries.

GARGOYLE

Lubricating Oils
***for* Plant Lubrication**

Domestic Branches:

New York (*Main Office*)
Albany
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Buffalo
Chicago
Dallas
Des Moines
Detroit
Indianapolis
Kansas City, Mo.
Milwaukee
Minneapolis
New Haven
Oklahoma City
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Philadelphia
Pittsburgh
Portland, Me.
Rochester
St. Louis
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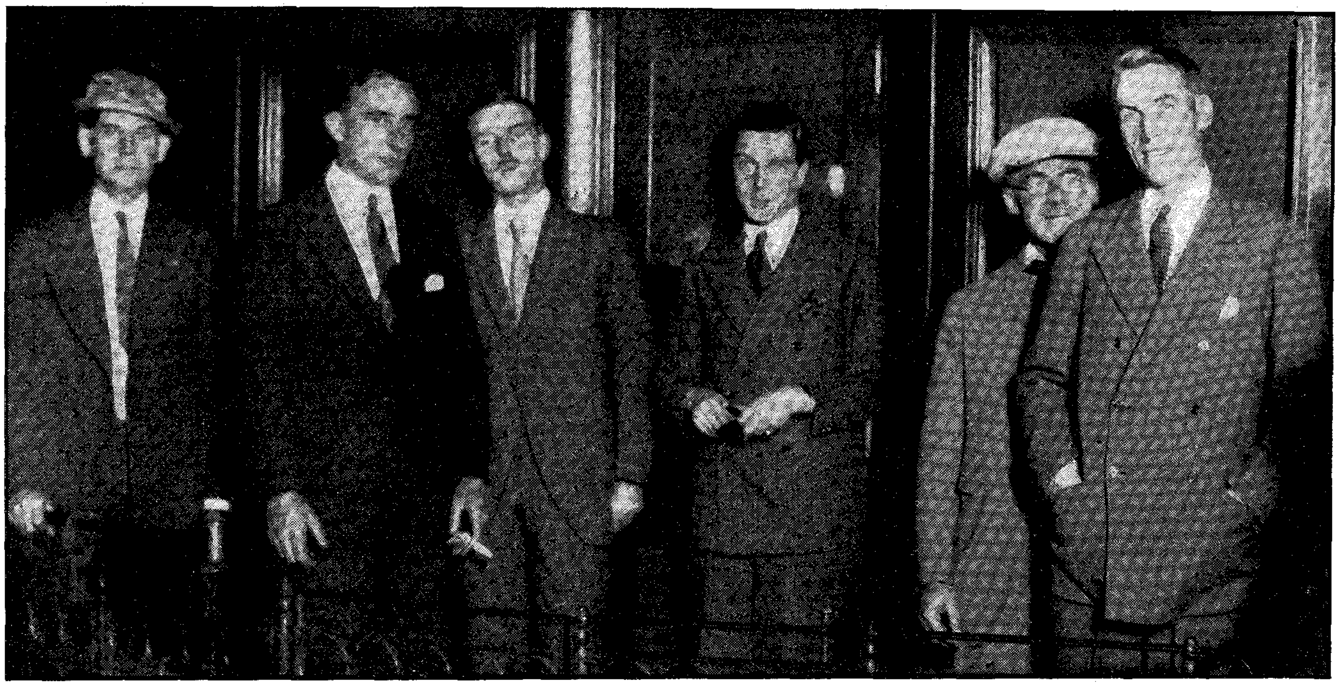
Vacuum Oil Company
NEW YORK



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THE PRINCE RETURNING FROM HIS OFFICIAL LUNCHEON WITH PRESIDENT COOLIDGE

He stands in the center of the observation platform of his special car from Washington, his slight build evident alongside his husky friends. Lord Louis Mountbatten is on the reader's extreme right.

horses. The groom was right when he said the Prince falls with the horse, not from it. I always fall with the horses. I find it impossible to stay up when the horse is down. We're both that kind of riders, the Prince and I." This statement is reported to have made such a hit with the Prince that he asked the comedian to play polo on his team next day. Those who expected Rogers to be as funny on a horse as on his own feet were disappointed. The ex-cowpuncher acquitted himself well, and the Prince's team won 9—3. The highly pleased Prince thereupon had Rogers to a hilarious luncheon.

As a polo player, the New York *Sun* thus describes the Prince's play in the first game in which he scored a goal:

> The consensus of the polo men who have seen him play twice now is that he is a useful tho not brilliant player. His horsemanship is unexceptionable. His courage is something of a marvel even among the nervy crowd that plays polo down here. But he has not yet learned to hit the ball. This is not remarkable, in view of the fact that he has been playing only during the last four or five years. It takes longer than that to develop the hitting muscles of a Dev Milburn or Tommy Hitchcock or a Vivian Lockett.
>
> The Prince's concept of the strategy of the game is excellent. Playing No. 1, he was in his position most of the time, a valuable asset in a No. 1, even tho he is not the kind of No. 1 who can take the ball somewhere near midfield and make a clean drive for goal. When the play was in his own territory he showed his keenness, his vigor, the speed and handiness of his ponies, and even his recklessness.

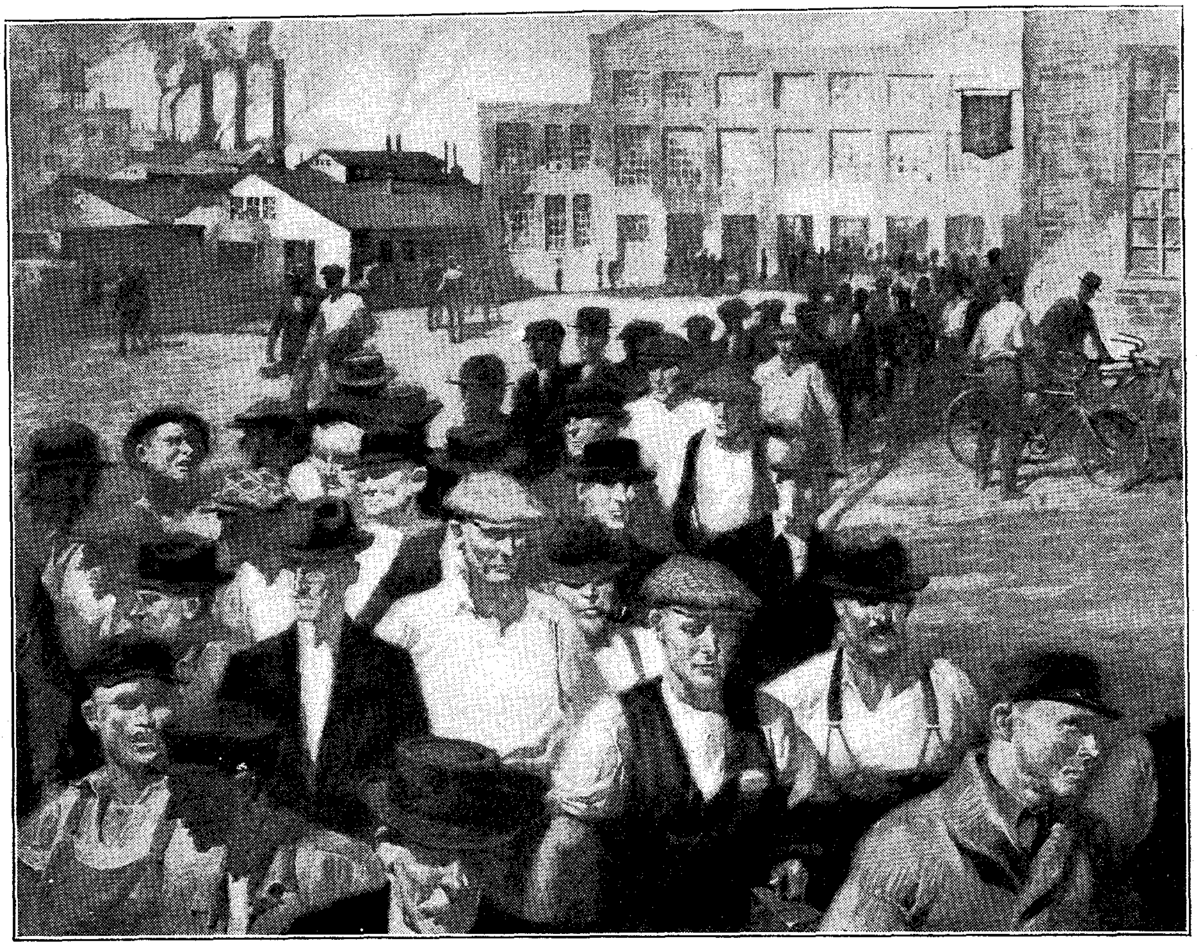
Throughout the game, we are told, he charged full tilt. He showed his nerve by one determined ride off of an opponent who must have weighed half as much again as he. Charging up midfield he threw his pony against that of the Hon. Freddie Guest, and his bantam shoulder against the welter-weight bulk of the former air secretary so determinedly that he got his man and his No. 2. The players, notes another reporter, showed no disposition to ease up on the Prince. Royalty was obviously forgotten by the furious riders. Incidentally it is well to remember that American polo has borrowed considerably from our Western range riding and from basketball, so that it ranks now as one of the roughest sports played by any people. Players like Whitney, the Waterburys and Devereux Milburn have practically remade the game in the last ten years, we are told, to something writers occasionally compare to mounted football. To go back to the Prince's second game, *The Times* informs us:

> The interested watchers thought for an instant near the end of the second chukker that the Prince had met with ill-luck and was giving proof of his perhaps not wholly deserved reputation as a none-too-good horseman. Some one took a tumble, and those who failed to note that the falling man wore a red shirt and not a white one thought it was surely the Prince. It was not he, however, but Benjamin Phipps, brother of the owner of the estate, who, however, was not injured.
>
> It was in the fourth chukker that the Prince scored, his mallet driving the ball cleanly through the goal posts and registering the second tally for the Whites. He was obviously pleased and so were the spectators, his team-mates and his opponents. But even thus heartened the Whites could not make it a victory. They thudded and galloped and slid and slashed at the ball, but only once more were they able to score, while the Reds had piled up a total of seven.

That the Prince was not able to escape our widely criticized curiosity, even on the comparative seclusion of Long Island, we learn from accounts of a later game at which he remained a spectator. Says *The Times:*

> He had arrived at the far end of the field on the side opposite to that frequented by spectators. In most unprincely fashion he wriggled his way through brush, squirmed through a hole in the fence and perched on the low side-boards edging the field. There he sat, swishing his stick and contentedly chewing a blade of Long Island grass, eyes on the players who were doing things very neatly, and oblivious to those who were gradually searching him out.
>
> Slowly the young, whose curiosity is under not so good restraint, crept near him until when at last he arose he was ringed by half a hundred sub-debs and their escorts, all gazing at him in naive admiration.

But young Wales evidently didn't think so. He fidgeted nervously, notes *The World*, as the gaping semi-circle closed in on him. He kept his face studiously toward the players, but the quick snaps of the cane betrayed his annoyance. Here, observes the reporter, is one young man who doesn't like, in all sincerity, the peculiar stare of the hero-worshiper. For ten minutes he stood it. Then with a quick word to one of his companions, he rose. Slowly, with as skilful an appearance of unconcern as he could manage, he made for the fence over which he had climbed in. Ten feet behind, chronicles the reporter, the respectful mob was at his heels. A small boy on a bicycle almost ran him down. A young girl dragging a chow dog scampered alongside him. The others were mostly young women who giggled and shoved with all the abandon of the shirt-sleeved



95 per cent of them voted to contribute for life insurance

An employer has offered to co-operate with each and every person on his payroll in obtaining a substantial amount of life insurance . . . irrespective of age . . . without medical examination . . . at a very low and attractive rate. Ninety-five per cent voted to take advantage of this opportunity.

ÆTNA-IZE

GROUP LIFE INSURANCE has passed the experimental stage . . . it has become a definite factor in the business world. Men and management of great railway systems, factories, department stores and offices are getting together and adopting this co-operative form of life insurance.

Many individuals are barred from obtaining ordinary insurance because of advanced age or physical disability; others have not been convinced of its benefits, or have put it off because of the cost.

The growth of Group insurance is attributable to the desire of the working man to provide through his own efforts protection for his family . . . and to the willingness of his employer to co-operate and give *all* the opportunity to purchase this protection on the wholesale plan at wholesale rates. Scores of nationally known firms have arranged for all their employees to carry insurance through an Ætna Group policy. They realize satisfaction in what Group insurance has accomplished in adding to family and community happiness and fostering good-will between themselves and their employees.

Group life insurance is only one of the many forms of protection issued by the Ætna Life Insurance Company and affiliated companies. Through Ætna policies you may surround your own life, your earning ability, your property and your business with the protection afforded by the resources of the strongest multiple-line insurance organization in the world.

See the Ætna representative in your community! He is a man worth knowing.

ÆTNA LIFE INSURANCE COMPANY AND AFFILIATED COMPANIES
ÆTNA CASUALTY AND SURETY CO. AUTOMOBILE INSURANCE CO., OF HARTFORD, CONNECTICUT

Ætna Protection Includes . . LIFE . . ACCIDENT . . HEALTH . . GROUP LIFE . . GROUP DISABILITY . . AUTOMOBILE . . COMPENSATION . . LIABILITY BURGLARY . . PLATE GLASS . . WATER DAMAGE . . FIRE. MARINE . . TRANSPORTATION . . FIDELITY BONDS . . SURETY BONDS

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WHERE "DAVY" HUNG HIS HAT IN AMERICA

Woodside," the 140-acre estate of J. A. Burden at Syosset, Long Island, was the Prince's two-weeks' home when he attended the International Polo Matches, and other more purely social affairs, as "Baron Renfrew."

racing fans who had hemmed him in when he went to see Epinard and Wise Counsellor at Belmont Park. Over the fence and after him the crowd went, and up to the running-board of his automobile. The Prince, blushing slightly from embarrassment, stept into the car, and without a turn of his head, drove off. The scene, we are told, differed from that at the races, with their touts, grooms, and bookmakers, only in the ten feet this other crowd kept behind him. *The Social Register* and *The Police Gazette* have it in common, witheringly remarks the *World* reporter. They have both "mobbed" the Prince.

Perhaps that is why the young man occasionally "pulls a Houdini." The New York *Evening Post* tells how on one evening he suddenly dashed away from the Burden house:

> The clocks in the Long Island country house ticked on. Hour followed hour on the chimes.
>
> No Prince.
>
> His staff became more uneasy. He hadn't left any word where he had gone.
>
> More chimes.
>
> Still no Prince.
>
> Every so often the commander-in-chief of all the valets softly opened the door to the princely bedchamber to find out if the royal master had popped back into the house as quickly as he had left it.
>
> That stately four-poster bed was as empty as a Piccadilly pub that has run out of stout.
>
> There was not so much as a crease, not so much as a dimple, in the elaborate counterpane. The commander-in-chief of valets examined the four posts in appalled silence. He shook out the cretonne curtains wistfully, as if he hoped the Prince would come tumbling out from their folds.
>
> Then—
>
> A motor-car came roaring up the drive—a merry young man hopped out. The clock was striking six.
>
> The commander-in-chief of valets may have been astonished. But he did not look surprized. Valets do not look surprized. It is not their business to look surprized. Especially valets who wait upon such high-spirited and incalculable young men as the heir to the British throne. So the valet merely looked.
>
> But a second assistant footman put his palm discreetly to his mouth and ejaculated something inaudible.
>
> In this way the Prince of Wales hung up a question mark at the Burden home.
>
> Where was the Prince?
>
> News-gatherers asked police.
>
> Police asked servants.
>
> Great mystery—lingering mystery.
>
> But finally the secret came out.
>
> The Prince, with his equerry, Major E. D. Metcalfe, had spent the evening—and the night—at the home of Devereux Milburn, the American polo player, at Wheatley Hills.
>
> There had been a dinner and a dance. Fifteen young people whose doings keep society columns filled were present.
>
> It must have been a pretty good party. It was not until five o'clock that "H. R. H." left with the musicians.
>
> The Prince is learning to duck crowds. One way, of course, would be to put on black whiskers and brown spectacles and a sour face. But that isn't the way of this winning young man with the affable smile.
>
> Hence the royal Houdini of last night.

Occasionally the Prince does this at home in London, we are told. But he is always back by six in the morning. One vivacious writer explains the reason. According to a law of Henry VIII, if the Prince of Wales is not home for reveille, so to speak, the Horse Guards and the Life Guards must be ordered out to search London for him. Whether this is actually so or not, there is no record, we are told, of his ever having "called out the Army."

Accounts of the Prince's holiday may give the impression that his life consists of nothing but holidays. At home, however, we are informed from various sources that he is, for his age, the world's busiest official, so that his present holiday, the first in two years, was really needed. A British public official told a correspondent of the Washington *Star:*

> The fact is that while the world hears a lot about the Prince's play, it hears comparatively little about his work, and that work is very taxing. There is hardly a day in the Prince's life when he is not called upon to receive a long line of visitors, including distinguished foreigners and representatives of the endless societies and organizations of which he is either president or patron. These interviews take up hours of the Prince's time, but of course they are unmentioned in the newspapers.
>
> And scarcely a week passes without his having to take part in a round of important functions, each and every one of them demanding a carefully prepared speech on some more or less technical subject. One day he may be addressing the British Medical Society, the next the Institute of Civil Engineers, the day after that a meeting of archeologists, financiers or philanthropists. Naturally, the groundwork of many of his royal highness's speeches is prepared for him—nobody but a walking encyclopedia could possibly be acquainted with so great a variety of subjects as he has to tackle, but in every case, he puts the matter with which he is provided into his own language, and constant speech-making involves a strain which even he feels in time.

He loathed making speeches at first, another writer informs us, especially because of his natural shyness. One of his early talks was a gem. He had to reply to the toast of some Mayor in an English city. "I thank you, Mr. Mayor," said he, "and

At last—a practical solution of the motive-power problem of the U. S. Merchant Marine—

An American engineering achievement

WHEN Uncle Sam entered The World War it was readily seen that the pivotal factor was ships. From France came the plea of "ships—*ships*—MORE SHIPS!" And Uncle Sam answered with the greatest shipbuilding program the world has ever known. Shipyards vied with one another in weekly production contests and record after record was smashed. The race of ships was on—American production against German destruction. And, as everybody knows, America won.

The situation is different today. The ships exist; their purpose does not. Now we would like to operate them as a U. S. Merchant Marine. Things built for special service, however, seldom work out as well in a different service and these ships are no exception.

* * *

TODAY our glorious "Bridge of Ships" is tied up, idle, wasting away. But it should not be overlooked that these ships were well worth their cost, even if they are never used again. And the U. S. Shipping Board in its present effort to operate them commercially, is making a fight just as plucky, though less spectacular, as the fight waged by their builders.

The remorseless pressure of economic facts—the higher wages, higher standards of living, higher operating costs all around, have made it impossible for ships under the American flag to compete on even terms with those of other nations. Yet this same obstacle has been overcome in other industries. American manufacturers in many lines, with the highest wage scale in the world, have competed successfully in the world's markets *through the immense superiority of their machinery.*

Seventy years ago American ships took the lead on every ocean, primarily because of the superior speed and efficiency of the ships themselves. We believe that this same superiority in shipping can be regained by the use of better machinery than that possessed by other nations.

After four years of intensive research and experimentation our engineering staff has developed the Worthington Double-acting Two-cycle Diesel Engine, which we now offer as a practical solution of the motive power problem confronting the establishment of the U. S. Merchant Marine.

This new engine possesses the favorable characteristics of a steam engine in that it occupies approximately the same space, turns at about the same speed and can be readily reversed. To these fine qualities it adds the remarkable fuel economy possessed only by Diesel engines. The Worthington Double-acting Two-cycle Diesel uses oil for fuel, and requires no boilers, no condensers, no coal-bunkers thus releasing space for cargo carrying. Compared with the standard Diesel engine, this new engine occupies much less space and has much more favorable speed characteristics. And in many cases, without disturbing bulkheads, it can be set in the same space as the steam engine it replaces, using the same shaft and propeller.

* * *

WE ARE announcing this engine, not merely to the technical audience of shipping and engineering experts, but to the great audience of the American people, to whom we believe it is news of first importance. It is, from first to last, an American engineering achievement, designed and built under American patents by an American organization and by American workmen.

You, as an American citizen and taxpayer, may wish to learn more of the plans of the Shipping Board, which this engine was primarily designed to further, and of the prospects for retrieving our colossal investment in shipping. If you will mail us the coupon attached, we shall be glad to send you, without charge, a booklet giving the entire story in compact form.

WORTHINGTON

WORTHINGTON PUMP AND MACHINERY CORPORATION
115 BROADWAY, NEW YORK CITY

Without obligation on my part, please send me a copy of your booklet on the problem of the U. S. Merchant Marine.

Name..........
Address..........
City.......... *State*.......... A

all your inhabitants." By constant practise he has now made himself into a fairly good speaker, and is, we are further informed, no mean diplomat. That this is so is evidenced by the fairly uniform friendliness of American newspaper editors toward him. It is not as a Prince Charming, but as an unofficial Ambassador of the British Empire, that his true importance appears, they more or less agree. And in the spirit of sportsmanship, which he seems to embody, is a very strong unifying bond. When all the publicity and all the silly tagging around after him has been forgotten, he will be remembered, says one friendly editor, as a "decent quiet sort of cuss," and as a generally "good scout." In fact, he is "a prince of a prince," announces the Grand Rapids *Herald*, in a bold headline, speaking for that general section of the country where democracy is supposed to be most vigorous. Also, insists this Michigan editor:

> Whatever Americans may think of monarchical governments, kings, titles and royal trappings doesn't enter into the national appraisal of the Prince of Wales. He comes to us as a sportsman, interested in the coming international polo games; and it is as a sportsman that we have learned to know him.
>
> There is no truckling to royalty in any phase of the official program proposed for the Prince. No less would be done were Britain a democracy and this young man the son of its President instead of heir to the throne. But one anticipated feature of entertainment we can not promise him. We know it will be a disappointment, yet we can't assure his British polo team of victory over the Americans. In fact, we've a hunch his countrymen are going to take another walloping. However, he's a good sportsman, so that hitch in the program won't spoil his trip and good time.

The frantic eagerness of women, young and old, to crowd in on the poor chap is, after all, no mystery to philosophers, says the editor of the New Haven *Journal-Courier*. He opines:

> The explanation lies in the golden thread of romance that runs through the life of these women of ours. If the queen were coming over there would be honest curiosity to see the good woman, and most of them would go around the block to see a king, but none of this breathless eagerness now waylaying him who is loved by an empire, and may later sit on the throne. It is because he is young, because it befalls him to play the part that story-books have pictured for a thousand years—because he, like a hundred princes who rush to memory, has time and setting to be elegant and gracious and pretty—it is because he is looking for a wife. Is this not reason enough why women of all kinds regard the matter as tremendous! The incident of his coming, so casual to men, sweeps their whole being and includes the most stirring emotions of heart and mind. All that they have ever read or dreamed, girlish fancies and romantic longings, are aroused perhaps in dusty garrets of the soul where life has been hard enough for a long time. Old women look on and smile, through tears, perhaps, not without a liking for the boy. Matrons remember when they saw in the mirror grander careers than they have known—poor things—when love was to bring some handsomer cavalier out of the West than John—faithful old John.
>
> The law of love's chances is a priceless boon to hungry hearts. The humblest shop-girl will not see this puissant youth dash down the street heading his troop of retainers without saying—"It might be I." The story-teller, O. Henry, who understood such things, describes the little faded lady in her cheap lodging cheered through hardships by a photograph of Lord Kitchener—she never saw him, but no love was so constant. He looked the part. The coming Prince is the man you husbands were before you really came—for a time, at least, you were all that became a king of men!
>
> Thus is woman's world made—a wonderland, hung with beauty and grace, with its secret places where dainty things are kept, bits of ribbon, flowers of dust, and time-worn programs—a thousand memories, shreds of gossamer hopes, fragments of clouds, tinged with pink and blue not wholly obscured.
>
> The hearts of women are such chambers of mystery and romance that it is strange men do not move more gently in the sacred places. Perhaps when teachers shall hint the wondrous story to Youth, which is naturally reverent and gallant, the world will be a sweeter place with more courtesy and kindness. Marriage and its concomitants are so completely everything to woman, ordained so from the beginning, and from which nothing shall ever be taken away. All that relates to it, the smallest, most trifling, the most pitiful intimation, the heart of woman rushes to meet and claims it for her domain. Men smile at it, but it is infinitely significant and beautiful and precious. It is the delicate fretwork, the tracery on pure Carrara marble that make fair the ante-room that leads to a stately mansion that endures through life and through death called Home.

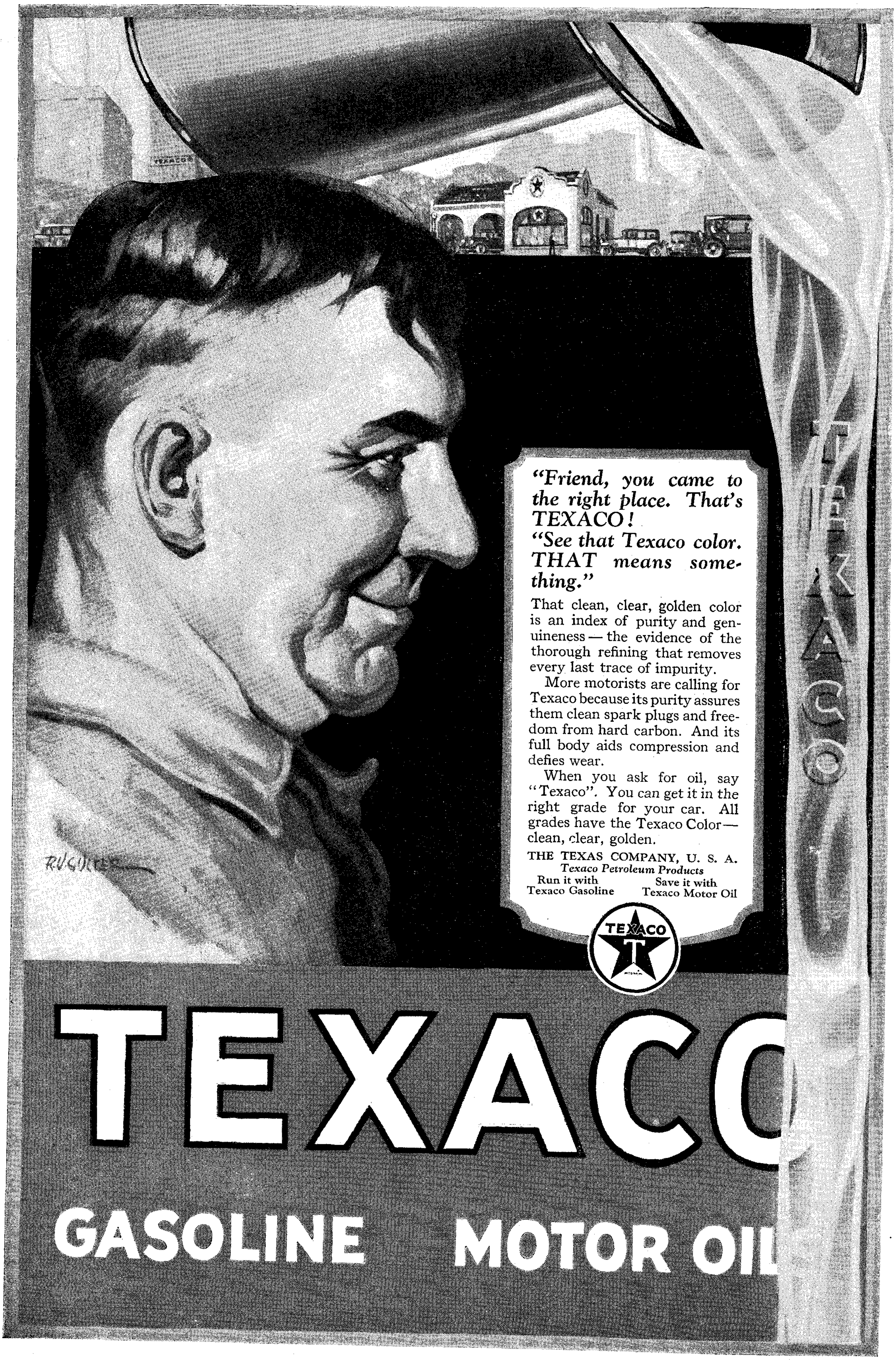
WHAT HAS HAPPENED TO THE LATE BARTENDER?

THE BARTENDERS' UNION is still intact, reports a newspaper investigator, but an inquiry into the fate and whereabouts of that once numerous citizen, the bartender, reveals that most of him is bartending no longer. Back in 1916 when New Yorkers still laughed at Prohibition, announces this investigator, Howard K. Hollister, writing in the New York *Herald Tribune*, there were in the five boroughs of New York over 15,000 bars, saloons, buffets, and other places, all "flaunting a wetness upheld by the Constitution of the United States, the laws of New York State, and the drinking proclivities of a nation." And in these various emporia of dampness, fashionable or humble, flamboyant or restrained, toiled over 25,000 men as salaried bartenders. "Where are those men to-day?" asks Mr. Hollister. "Has Prohibition been a blessing or a curse to those whose livelihood it aimed to destroy?" He deposes and replies:

> The answer to these questions can not be given with exactness. But this much, in the opinion of a veteran, is certain: Well over half of the living survivors of the great legal drought are still catering to the public in or about the localities where they formerly tended bar. That is, they are providing personal service in one form or another.
>
> "When the Volstead Law was passed," says Fred Kohan, secretary of Beverage Dispensers' Local No. 3, "all the boys who could get away went to Havana and the Bahamas, to Canada and even to Europe. They were mostly unmarried men. The ones who stayed at home have had some pretty hard sledding. The greatest optimist I know of to-day is the bartender who sticks to his union. Yet our members are certainly loyal, even if we don't get much new blood. With two or three exceptions, all our members have been with us since 1916. Our object now is to place members in good jobs, whether in the catering line or elsewhere. About fifty of our members have steady jobs in no way connected with catering, such as night watchmen, and still keep up their dues. We control about fifty halls where entertainments are given, requiring the services of skilled dispensers, and we also send men to many picnics and outings. At the Democratic convention at Madison Square Garden eighteen of our members officiated."
>
> Despite eight years of legal ostracism this local has 500 fully paid-up members, and Local No. 70, in Brooklyn, has about the same number. Both are affiliated with the American Federation of Labor.
>
> If it is true that a bartender's instinct causes him to stay in the catering line, what forms of catering are old wielders of the ivory stick on the foamy suds now principally engaged in? First of all, says a gentleman who ought to know, liquor selling, and after that waiting on table, with taxicab driving a bad third.
>
> "Yet I do not believe," asserts this authority, "that any man who has been twenty or thirty years behind a stick would make the most successful type of bootlegger to-day. Consider the origin of the word 'bootlegger.' It was first applied to the reckless characters who invaded the Indian reservations in the '70s and '80s with whisky concealed in the legs of their top-boots. This was the only dry territory in those days outside of the State of Maine. Those who sold whisky to the Indians were hunted and shot down like rats by government officers. There was less graft in those days; the officers usually did their duty. But even to-day there are chances of a brush with zealous enforcement officers, and the real bootlegger must have daring and skill and enterprise and also capital. The typical old-fashioned bartender is fitted for little but retail selling; the real bootlegger who smuggles liquor across the border or out of ships in the dead of night is a younger and more intrepid man.
>
> "Nevertheless, the number of bartenders who still sell liquor is very large. In practically every 'near-beer' saloon, now usually operated with a lunch counter in connection, is a bartender who will sell you liquor if he knows you. Also, nearly all retail bootleg joints not bearing saloon insignia are manned by old-time bartenders. Soda-water fountains have a different class of servitors, however."

"In the hotels," says an ex-hotel bartender, "about half the men behind bars moved into other departments. To-day you will find them at the 'front' of the house as clerks and bellboys, and at the 'back' of the house as stewards and checkers," also, he says:

> Many, of course, are waiters. Some have even risen to jobs as purchasing agent, and in a few cases ex-bartenders are managing



"Friend, you came to the right place. That's TEXACO!

"See that Texaco color. THAT means something."

That clean, clear, golden color is an index of purity and genuineness — the evidence of the thorough refining that removes every last trace of impurity.

More motorists are calling for Texaco because its purity assures them clean spark plugs and freedom from hard carbon. And its full body aids compression and defies wear.

When you ask for oil, say "Texaco". You can get it in the right grade for your car. All grades have the Texaco Color — clean, clear, golden.

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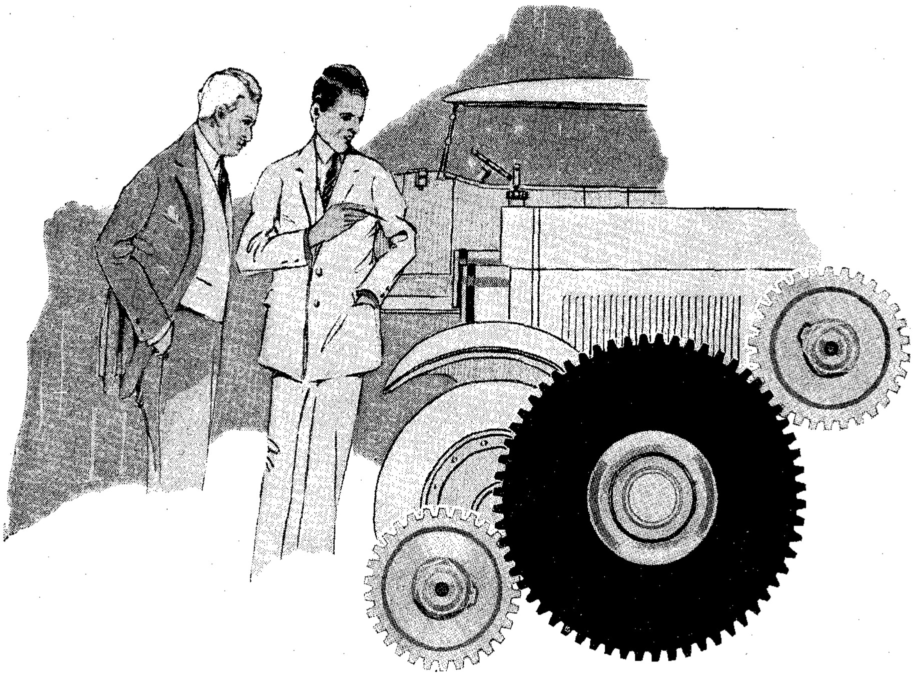
Run it with Texaco Gasoline	Save it with Texaco Motor Oil



Formica Timing Drive is the Salesman's Friend

NOTHING so quickly attracts a buyer to a new motor car as smooth, silent operation of the motor. The sales departments of the leading makers who use Formica are therefore enthusiastic about Formica timing drive.

Formica gears make the front end of a motor silent — and it stays silent during a long life. There are no adjustments to make, and no possibility of wear affecting the timing of the motor or its efficiency.

A Formica drive means permanent silence with a minimum of upkeep expense and annoyance.

Formica gears and pinions are widely used in industry and in all mechanism, such as that used in the home, where silence is desirable. Formica is an insulating material of high dielectric strength that will not swell, shrink, warp or cause mechanical trouble. It is used in radio sets by more than 125 leading makers.

Formica timing gears for replacement purposes are made and sold by the Perfection Gear Company, Chicago, Ill.

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FORMICA
Made from Anhydrous Bakelite Resins
SHEETS TUBES RODS

PERSONAL GLIMPSES
Continued

hotels. The average pay in these jobs is fully as good as they formerly received behind bars. I don't think that hotel bartenders who stuck to the hotels have suffered from Prohibition. But, of course, the adventurers and wanderers and gamblers couldn't stand this work and got out. You'll find many of them to-day working at their old trade in every part of the world. Many others have become bookmakers, touts, jockeys, fight promoters, here and in foreign countries.

"In Tiajuana, Mexico, just over the line from California, is perhaps the greatest colony of ex-American bartenders in the world. This place is known as the Monte Carlo of North America, where everything forbidden by American blue laws flourishes openly—horse-racing, gambling, vice, bull-fighting, cock-fighting. Tens of thousands of respectable Americans visit it every year. It has more saloons to the square than Butte in its palmiest days, and more red-eye to the square yard than any other spot in Christendom. They mix every drink there that was ever known in the States, and a lot that never were and never will be known here. It's a Meka for the really gifted bartender."

"Bartenders," states a man who has employed hundreds of them, "were a peculiar race of people. They were the most open-handed, generous people you could find. The bartender who saved any money was as rare as a white elephant. They mixed with people as easily as they mixed drinks, but they were not servile as a class. Outside the hotels, most of them would not take a tip from a stranger. They were always ready to lend money to a friend. They had dignity and pride, almost all of them. No wonder they don't want to be waiters and bell-hops and slush peddlers. The ones who went into the soft-drink business made a terrible mess of it. The ladies and male softies they waited on thought their manners bad. The smirks they tried to put on didn't fit them. Their jokes provoked only consternation. So the ones who couldn't get employment in the illicit places and who were too old or tied down to get away in many cases went down the ladder. Lots of them are running elevators to-day or working as night watchmen. I know of one who was mighty glad to get a job spearing loose papers on the tracks at subway stations. Another has a job feeding parrots at a zoo in Philadelphia. Several are hospital orderlies. Some are so hard up they have to work at odd jobs, like shoveling snow and mowing lawns.

"But there are cases where ex-bartenders are doing well in legitimate lines right here in New York. The mineral water business, for instance. A number of the outlawed fraternity make quite a good thing out of agencies for ginger-ale, lithia and other bottled goods handled as side lines in the old days. And if they also handle a little hooch on the side, who can blame them?

"Several of the sterling old characters who presided over bars at exclusive hotels and clubs and cafés in the old days have capitalized their acquaintance with wealthy men and now act as purveyors of the finest imported stocks for private cellars. They make only a little on each consignment, but their callings are dignified and safe. Others, through ability and influence, have gone into private-detective and secret-service work, and still others are taking trips around the world.

"The finest type of the old bartender was a man for whom life had few secrets. He, if any one, got the truth from people. His bearing was impressive, his impulse kindly, his aspect melancholy. Often he was a total abstainer, and he seldom drank on duty. His was one form of personal service. Administrator of release and surcease, alchemist of good-fellowship, high priest of reality, to him a thirsty republic raises its Coca-cola glass and salutes, 'Hail and farewell!' "

BOY SCOUTS AFTER VOTE SLACKERS

SOME 2,000,000 Boy Scouts and former scouts are being lined up in order to make a concerted attack on the vote slackers of the country—the men and women who have the right to vote but neglect to do so, wherever in the length and breadth of the country they may chance to be. "Citizenship" means "participating citizens," announces the Chief Scout Executive, and citizens who do not vote are, to that extent, not real citizens. The scouts are pointing out, in a widely circulated poster, that, in 1896, 80 per cent. of the qualified citizens voted; in 1900, 73 per cent.; in 1912, 62 per cent.; and in 1920, the last Presidential year, only 49 per cent. of the Americans entitled to vote availed themselves of their privilege. The appeal to the scouts has received the endorsement of President Coolidge, of the Democratic candidate for President, John W. Davis, and of Robert M. La Follette, candidate of the Progressives. The campaign is entirely non-partizan, explains James E. West, Chief Scout Executive. His letter to the scout executives runs:

> The services of the Boy Scouts of America have been enlisted in a nation-wide effort that is being made on a strictly non-partizan basis to secure a larger participation by qualified voters in the forthcoming Presidential election. Your personal attention is invited to the attached copy of an appeal addrest to scout officials and scouts of the Boy Scouts of America, as published in the August issue of *Scouting*. It is realized that because of the camping and vacation season and the limited time available that we will be greatly handicapped in our efforts, but I sincerely hope that all will cooperate with an earnest effort to do the best they can, according to the circumstances. This letter is not being mailed to scoutmasters under first-class councils, but upon telegraphic or written request from the council, copies will be mailed.
>
> You are earnestly requested to take effective steps to bring the appeal printed herein to the personal attention of every registered scout and official within your jurisdiction, and also to urge them to give special heed to the additional material which is being published in the August issue of *Scouting* on this same subject.
>
> In every instance, whether the community be small or large, it is earnestly hoped some one will be designated to make available a copy of this appeal to all of the local papers promptly, with the request that they give it wide publicity. In this way we can help to energize not only the interest of our men membership, but create public sentiment and thus accomplish practical results in materially increasing the percentage

Wiped out by FIRE

You also

take this daily perilous risk—unless you have the right kind of protection

YOU can rebuild property destroyed by fire. But what about the staggering blow from lost and unfilled orders? What of the cost in human lives?

The ceaseless threat of fire demands that you protect your family and property with a weapon that will stop *any kind of fire* at the start.

There is just one sure way to instantly put out every type of fire. *Smother the flames by shutting off their supply of air.* This is the principle of Foamite Protection.

You can kill any kind of fire with Foamite equipment

When *Foamite* equipment — portable, stationary or motorized — is turned on a fire it generates eight times its volume of tough fire-smothering foam, shooting out a powerful stream of clinging bubbles that blanket any burning object — solid or liquid. It literally *smothers* the fire; puts it out and *keeps* it out.

No matter what your fire risk is — in the factory or office building; in the home or garage; hospital or school — there is a form of Foamite equipment adapted to your needs. And a trained staff of Foamite-Childs fire protection engineers will be glad to advise you. Send for free booklet explaining the right protection for your fire risks.

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959 Turner Street, Utica, N. Y.
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The most complete organization of fire protection engineers in the world. More than 400 representatives in convenient centers of the United States.

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Firefoam is made tough, durable and heat-resistant by Firefoam Liquid—the foaming agent with a service record. It has successfully withstood the test of time and has been proven by *real* fire under actual working conditions.

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Please send free booklet. I am interested in protecting the fire risks checked below.

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A CAP
hurrying fingers
can't drop

SHAVING headquarters offer you a new convenience: a shaving cream cap that you can't lose. No other shaving cream has this cap, just as no other shaving cream has these three qualities in the cream itself:

—a lather that's heavier, that softens *all* of every hair *all* the way through—quick!

—a lather that lubricates, that eases your razor over the surface of the skin without pulling or drawing.

—last, a lather-ingredient in Williams that benefits the skin, keeps it smooth and comfortable.

Williams is a pure, natural-white cream entirely free from coloring matter. It is made by shaving soap specialists who are the acknowledged leaders in this field.

The Large Size tube of Williams is 35c. Double Size tube is 50c, containing twice as much cream.

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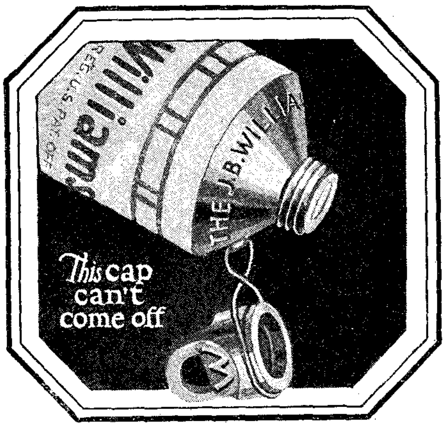


AQUA VELVA is our newest triumph—a *scientific* after-shaving preparation. For free trial bottle write Dept. 29-B.

PERSONAL GLIMPSES
Continued

of qualified voters who actually register and vote in the forthcoming election.

Our Constitution fixes November 4 as Election Day for this year, but laws and regulations affecting registration days differ in various States. Ordinarily the public press patriotically and on a non-partizan basis presents these facts to their readers. Will you assume the definite responsibility for making sure that all of the scout membership under your jurisdiction is specifically informed as to the dates and conditions of registration in your community? Will you also do all that you think proper to urge their active participation in this nation-wide effort? You will know best with what local agencies you should cooperate. You may desire to organize an effort yourself with the aid of your local papers.

We appreciate the handicaps to local councils in this effort because of the forthcoming biennial conference of scout executives, but obviously we can not change our plans. We should, however, make sure that each of us personally registers and that there are put into motion practical steps for carrying out the nation-wide program of the Boy Scouts of America. Please report to us what you undertake to do, as it may help in our publicity and in helping to arouse public interest.

Permit me to invite special attention to the care which I have taken in preparing my appeal to the scouts and scout officials so as to make sure that all understand that we go into this matter on the basis of citizenship-training and do everything in your power to have everybody understand that our participation is wholly non-partizan.

In a more general appeal, directed to "our 684,500 active members, and the 2,000,000 formerly active," Mr. West argues:

Character-building and citizenship training are the definite objectives of the Boy Scouts of America. Our movement has been wonderfully successful and to-day is enjoying universal approval because of its practical accomplishments. We stress learning by doing. Our individual, patrol, troop and community good turns and civic service afford opportunity for constructive, worth-while, practical education. The splendid, and indeed dramatic, service of the scouts during the war in acting as special aides to President Wilson in the distribution of 30,000,000 pieces of printed matter and securing 2,350,927 subscriptions amounting to $354,859,262 in Liberty Bonds; securing 2,300,000 subscriptions for War Savings and Thrift Stamps, totaling $53,000,000, while very much worth while was insignificant in comparison with the educational values to the scouts and scout officials who took part. Learning by doing in this instance meant the development of a personal consciousness on the part of each scout of his relationship to organized society and his responsibility as a Participating Citizen.

We now have another opportunity for applying our method of learning by doing; an opportunity for expression of practical citizenship. The whole nation needs to be stirred to action. The records show an alarming decrease in the percentage of qualified voters who are actually participating in our national, State and local elections. It is claimed that in the Presidential election of 1896, 80 per cent. of the qualified voters registered and voted; in 1900, 73 per cent.; in 1912, 62 per cent. and in 1920, 49 per cent.! By States the percentage runs from South Carolina with 2 per cent. to Delaware with 75.1 per cent. Various national movements have been organized; the public press with all of its great constructive educational resources; numerous State and local organizations, are all interesting themselves in an effort to improve conditions in the forthcoming elections. The Boy Scouts of America has been requested to help, and will help on the basis of citizenship training. With us citizenship means a participating citizen, that is, a citizen who registers and votes, performs jury duty, pays his taxes and participates in civic affairs.

For these reasons the Boy Scouts of America appeals to each of its 152,000 officials, and through them to each of the 532,500 scouts to actively engage in this nation-wide effort to bring the percentage of qualified voters who register and vote up to a maximum. Yes, we appeal also to the 2,000,000 men who have been scouts and scout officials in the past fourteen years to join in this nation-wide campaign.

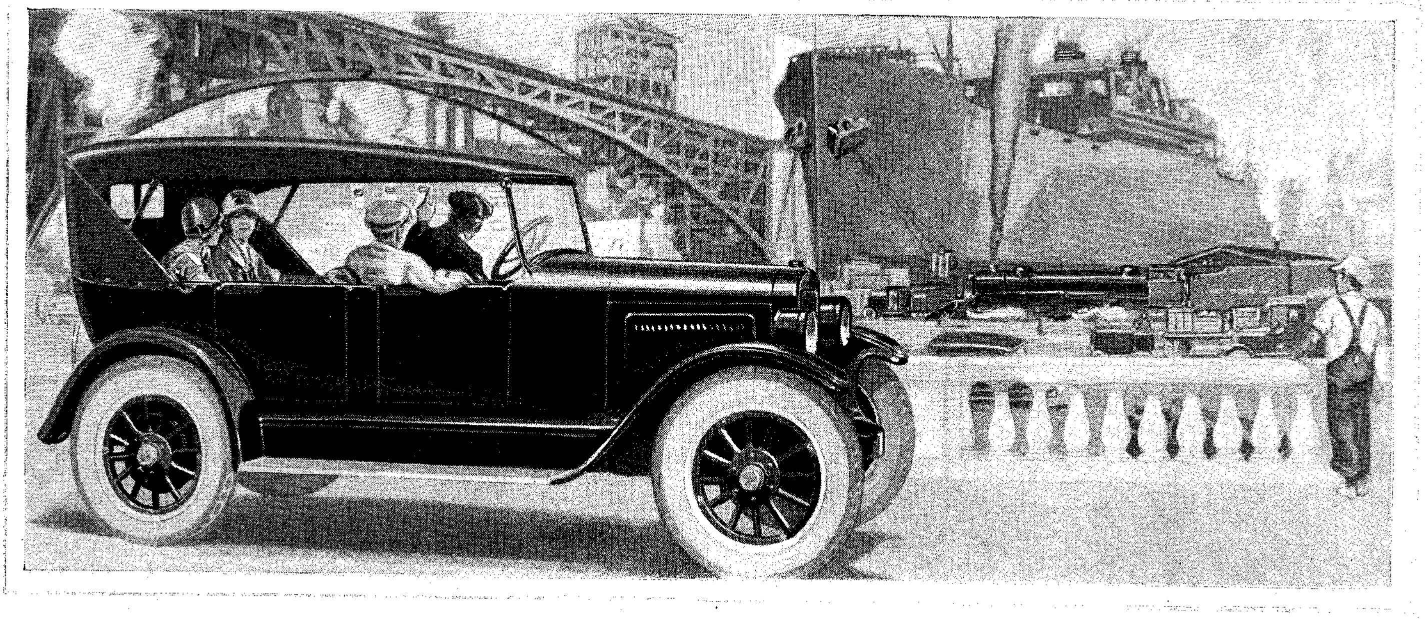
The efforts of the Boy Scouts of America must be on a strictly non-partizan basis. We want men and women, regardless of party affiliations, who are citizens of the United States, to register and vote. At every point special care should be taken to avoid misunderstanding on this important principle. Our interest is not in party politics, but in participating citizenship.

The National Association of Manufacturers, *Collier's* Magazine, other national, local and State agencies, are already vigorously at work on this problem. Wherever possible, the scouts should cooperate in distributing the printed matter of these various agencies and rendering other useful service. Independent of this, however, every scout and scout official and all former active scouts are urged to make it a matter of sacred concern to definitely check up on every qualified voter in his own immediate family and make sure that each registers early and votes on Election Day. Indeed, it would be splendid if every scout and scout official would, through personal calls, telephone, or by letter, concern himself not only with those in his own household, but with relatives and personal friends as well. This simple, definite effort, well organized, will put into motion forces which are bound to prove effective in accomplishing the results desired.

In the last election 54,165,907 men and women were qualified to vote. Of this number 27,519,634 failed to perform their duty. Our common concern is to influence this large number of men and women so that in our own neighborhood the number of "vote slackers" will be reduced to a minimum. In communities where there are local councils it will be the responsibility of the executive to every scout official, and every scout can exert his influence to develop plans for organized effort, but independent of this in his own home, among his own relatives and in his own neighborhood so as to make the participation of the Boy Scouts of America in this nation-wide effort very much worth while. As a service to our country and in keeping with our fundamental objectives, character-building and citizenship-training, I appeal to each and all to do what they can to make this nation-wide effort for a larger participation of qualified voters in the forthcoming election an effective demonstration of our love for our country and of the values of our program of citizenship-training.

All Steel

Adopted for Greater Safety



With Overland's Baked Enamel Finish

Most motor car bodies are skeletons of wood, with thin sheets of steel nailed outside—whereas the Overland body is *all* steel, a frame of steel covered with steel—all steel, welded into one-piece solidity.

Wood collapses at a bending stress of 5,000 lbs. to the square inch—whereas steel will stand a stress of 35,000 lbs. to the square inch. That's the kind of strength and safety and durability Overland gives you!

—the *only* touring car under $800 with coachwork entirely of steel! Body by Budd, pioneer in steel bodies.

—and the *only* touring car under $800 with a genuine finish of hard baked enamel!

Steel, the great builder and bulwark of civilization . . . Steel, the strength of mighty ships, trains, bridges, skyscrapers . . . *Steel* is the *strength* of Overland . . .

Here is a car that keeps its looks with age. Its everlasting enamel finish is baked on in ovens fiery-hot.

You can pour scalding water on this finish or scrub it with strong chemicals used to remove road tar—and even turn the scorching flame of a blow torch on it without marring its gleaming beauty.

And with all of this strength and *permanent* beauty are linked big power—great economy—dependability—and 23 big-car quality advantages unmatched at anywhere near the price. See this *all-steel* Overland. Drive it in traffic or over the hills. Ask the dealer to explain the easy buying terms. In an age of steel, drive an all-steel Overland!

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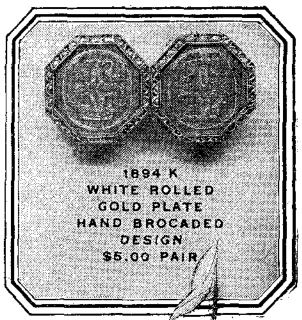
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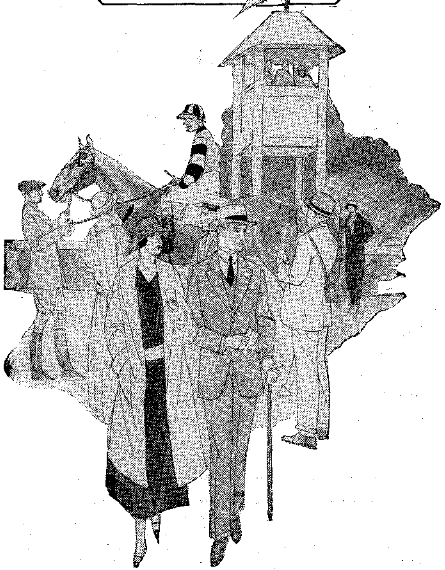


What any man would think

"These Krementz links are handsome. They show a worth much greater than the price indicates. They are honest—and fine.

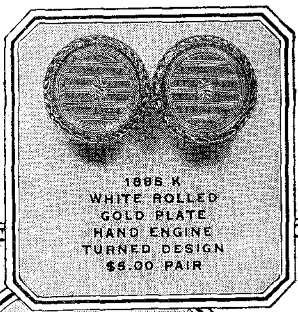
I could give these for a birthday or for any other gift and be proud of them always. If I bought a pair for myself, they would serve me all my life.

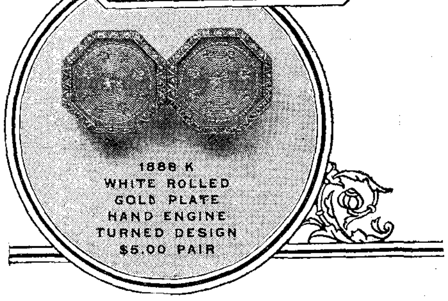
I could not choose a better gift, as Krementz links are guaranteed to wear a lifetime."

And any man who thought this would be right!

See them at your dealer's. Write us at Newark, N. J. for illustrated booklet.

Krementz
COLLAR BUTTON

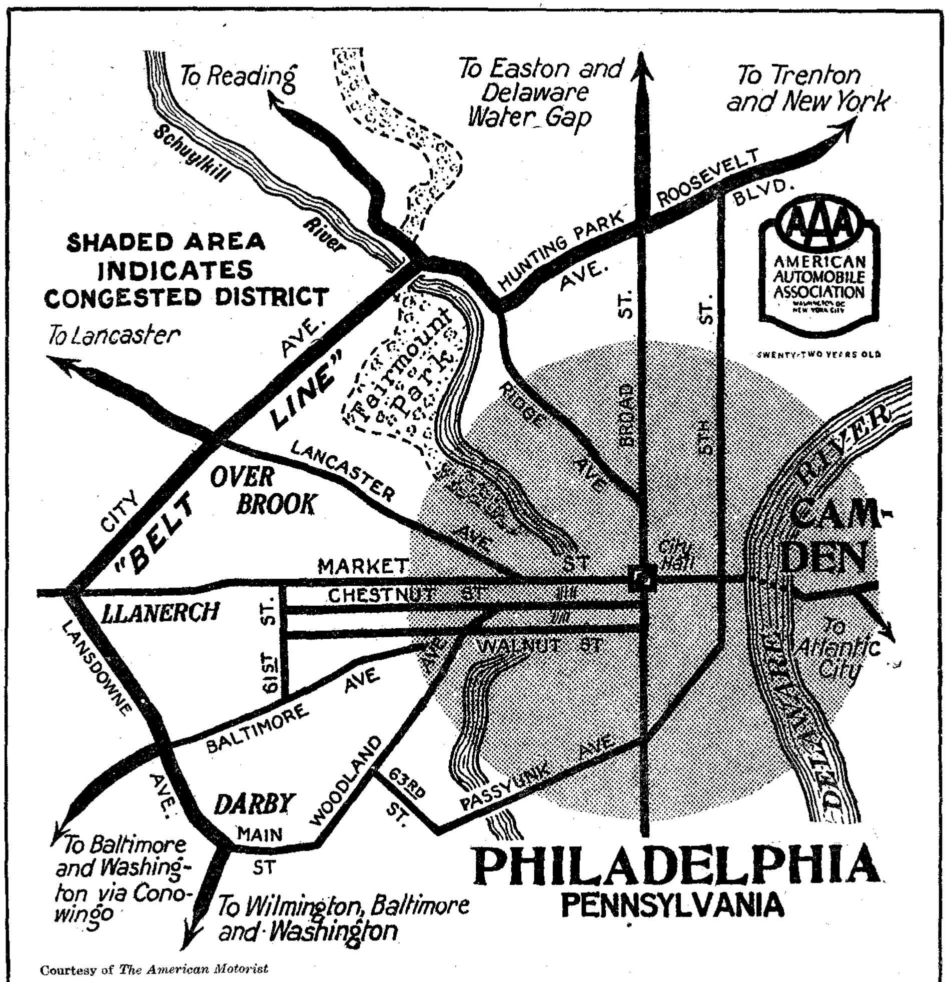

1885 K
WHITE ROLLED
GOLD PLATE
HAND ENGINE
TURNED DESIGN
$5.00 PAIR


1886 K
WHITE ROLLED
GOLD PLATE
HAND ENGINE
TURNED DESIGN
$5.00 PAIR

MOTORING AND AVIATION

ROUTING OUR THROUGH MOTOR TRAVEL

SOME way has to be found, perhaps a number of ways have to be found, to relieve the motor-car congestion in American cities. One motor expert, Mr. Alvan Macauley, thinks that the simplest and most immediate remedy is to keep interurban traffic out of business streets. Mr. Macauley is the president of the Packard Motor Company, and a member of the Traffic Planning and Safety Committee of the National Automobile Chamber of Commerce. "Civic bodies now deplore what five years ago they demanded—interurban traffic through their business centers," points out Mr. Macauley, and he believes that, as the idea is exprest in *The American Motorist*, "proper location of through routes can greatly aid the solution of municipal problems in which all motorists are intimately concerned." Mr. Macauley's argument runs, in part:


To Reading
Schuylkill River
To Easton and Delaware Water Gap
To Trenton and New York
ROOSEVELT BLVD.
HUNTING PARK AVE.
SHADED AREA INDICATES CONGESTED DISTRICT
To Lancaster
AMERICAN AUTOMOBILE ASSOCIATION
SWENTY-TWO YEARS OLD
CITY "BELT LINE" AVE.
Fairmount Park
RIDGE AVE.
BROAD ST.
5TH ST.
OVER BROOK
LANCASTER AVE.
DELAWARE RIVER
CAMDEN
MARKET ST
City Hall
CHESTNUT ST
WALNUT ST
LLANERCH
61ST ST.
63RD ST.
To Atlantic City
LANSDOWNE AVE.
BALTIMORE AVE
WOODLAND AVE
PASSYUNK AVE
DARBY
MAIN ST
To Baltimore and Washington via Conowingo
To Wilmington, Baltimore and Washington
PHILADELPHIA
PENNSYLVANIA

Courtesy of *The American Motorist*

HOW ONE CITY SOLVES THE PROBLEM

"Which is preferable," asks *The American Motorist*: "Traveling in comfort on the 'Belt Line' boulevard around Philadelphia's congested area, as indicated by the round spot of shading on the map above, or going through the crush of traffic in cities that provide no outside routes?"

> Half the motor-vehicles in the United States are owned and largely operated in urban communities of 5,000 population or over. Very close to one-fourth of all the motor-vehicles in the United States are owned and operated in the sixty-eight American cities having populations greater than 100,000.
>
> As every motorist knows, a very small—much too small—proportion of the streets in the average American city carries a very large proportion of the total traffic volume. The reason is that most of our American cities, in common with most cities everywhere, are very poorly planned, or rather they were not planned at all but, like Topsy, just grew. I believe you can count the American cities which were really planned—that is, laid out on paper before they were built—on the fingers of one hand, and those that actually adhered to the original plan are still fewer.
>
> American cities, with the increasing tendency to go up into the air instead of spreading out in area, are confronted with problems unique to this country and to this present motor age of ours. Communities in every section of the Union, confronted with what amounts practically to a stoppage of traffic flow due to congestion in their business districts, are appointing or employing city-planning commissions and undertaking to do now what should have been done years ago.
>
> Many of the measures of relief suggested by city-planning experts, such as the broadening of down-town streets, the opening up, through condemnation and demolition

Why heat leaves home

And how to save it

Although you may not realize it, countless waves of warmth may be streaming from your home during every moment of the heating season. Much of this heat first escapes from bare or poorly covered pipes. Then, following the paths of least resistance, it escapes through your cellar masonry and outer house walls.

It is your comfort, your warmth, your coal, your money that is stealing away!

The way to prevent this wholesale desertion of heat units is to be sure that your heating system is insulated with Johns-Manville Improved Asbestocel.

This efficient pipe covering saves more fuel per dollar of cost than any other, because of its improved, scientific construction.

Ask a plumbing or heating man about this.

Cover your heating pipes now

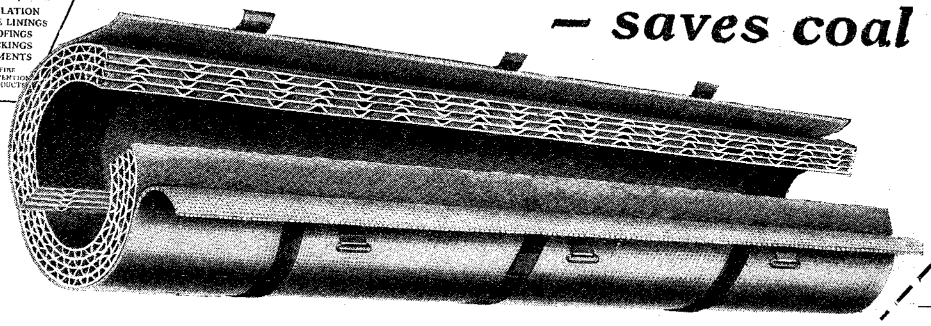
Right now is the time to apply Improved Asbestocel so that you may keep your heat at home. Then you will be assured of the solid comfort of a warm house and will be surprised at the savings in fuel and money during the coming winter.

JOHNS-MANVILLE

Improved Asbestocel

– saves coal

Through Asbestos and its allied products
INSULATION
BRAKE LININGS
ROOFINGS
PACKINGS
CEMENTS
FIRE PREVENTION PRODUCTS



Look for the Red Band

Each length of Improved Asbestocel is marked with a red band on the inside of both ends—so that you may identify it. It comes in three-foot sections ready to apply. See a plumber or heating man at once. Or mail the coupon below.

JOHNS-MANVILLE Inc.
292 Madison Ave., at 41st Street, N. Y. C.
Branches in 62 Large Cities
For Canada:
CANADIAN JOHNS-MANVILLE CO., LTD., TORONTO

Johns-Manville Inc.
292 Madison Ave.
New York City

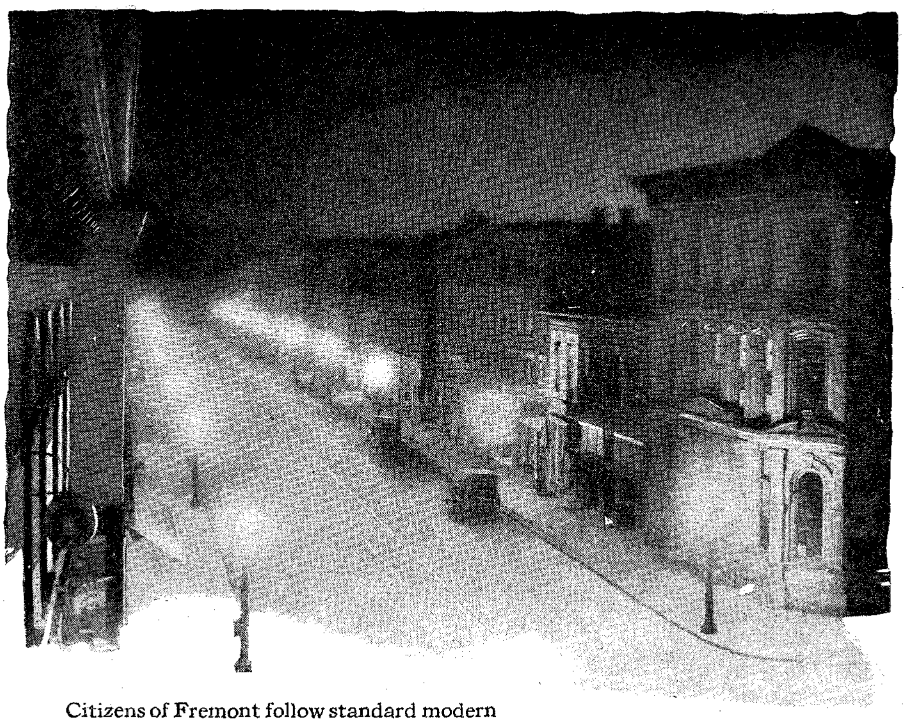
I want to know how Improved Asbestocel can help my heating plant do a better job.

Send me the booklet, "More Heat from less Fuel."

Name ____________________

Address ____________________

L.D. 9-20.



Citizens of Fremont follow standard modern lighting practice for business streets. The 600 candle-power lamps are spaced 80 feet apart.

Follow Fremont!

John Charles Fremont, "The Pathfinder," explored Ohio ninety years ago. When you, in your car, are exploring Ohio's fine highways today, you will come to an attractive city which bears the Pathfinder's name.

It is one of the best lighted cities in the world; and yet the per capita cost of the light is less than $2 a year.

For better property values, greater safety and increased civic pride, follow Fremont! The same lighting engineers who helped Fremont to illuminate so well are at your service. They are a part of the General Electric Company, whose monogram is a symbol of service.

GENERAL ELECTRIC

MOTORING AND AVIATION
Continued

of existing buildings, of new arterial routes, the elimination of traffic grade-crossings and the installation of elaborate systems of traffic control, cost a very large sum, and in the majority of our cities can not be put into immediate operation to any appreciable extent because of the expense.

But, fortunately, one very important move which will do much toward lessening the present traffic congestion in our cities, and which will go far toward preventing unnecessary increase in congestion in the future, can be made at this time by our municipalities practically without expense to them. It might be said that this important remedial measure can be effected almost without positive effort on the part of our towns and cities. About all they need to do is to refrain from active opposition to the plans of State and Federal highway authorities, now engaged in the tremendously important task of routing the through traffic lines of America and correlating them into State and Federal highway systems which will guide the traffic flow of the future.

While we have no choice in most of our cities but to try and accommodate this generation's traffic on last generation's streets, we are fortunate in this, that we are just beginning to build this generation's highways to carry next generation's interurban traffic. It is our present job to see that this is properly done, not only in the interest of the travel but in the interest of our cities.

Right now, Mr. Macauley points out, the foundation lines of a national highway system are being laid. The great plan which will gradually, during the next fifteen or twenty years, be translated into a new national transportation system, is being laid out on paper. Ten thousand miles of arterial roads are being built each year. However, his argument proceeds:

We still have a long way to go to complete even the first 10 per cent. of America's most necessary highways over which our increasing millions of motor-vehicles will flow for all time. There is yet an opportunity to direct this flow with foresight.

Since 1921 when the Federal Highway Act was passed by Congress and the correlation of State systems into an interstate system of national benefit began, our State and Federal road authorities have been busily engaged in laying out the roads, which experts figure will carry over 80 per cent. of the highway traffic of the Union. They have been and still are trying to do this with vision, with an understanding of what the future will bring.

It seems surprizing that these State and Federal commissions, whose jurisdiction ends with municipal limits, should have had until recently so little active cooperation from American cities in carrying through their plans.

I believe it is a fair statement of the case to say that 90 per cent. of the difficulties encountered by our State highway departments in the planning of adequate systems of intercounty roads have resulted from the conflicting objections put forward by the communities these roads are to connect and serve. Left alone, the majority of our State highway departments, with the aid and cooperation of the Federal Government, can, with a State and national viewpoint on the traffic situation, lay out a system of arterial highways which, in addition to serving interurban traffic most efficiently, will go far toward relieving many of the ills from which the majority of American cities suffer.

Our cities have just begun to wake up to the fact that it is not an advantage, but a decided disadvantage, to debouch into the maelstrom of their down-town traffic the through travel which has no desire whatever to be tangled up in city congestion, hampered and delayed by its necessary regulations and led by devious windings through main streets of business blocks where it does not wish to stop. Through traffic and intra-city traffic should be, in so far as possible, absolutely separated, and it is odd that this apparently simple truth is only now beginning to be appreciated by the business and civic authorities of the average American community.

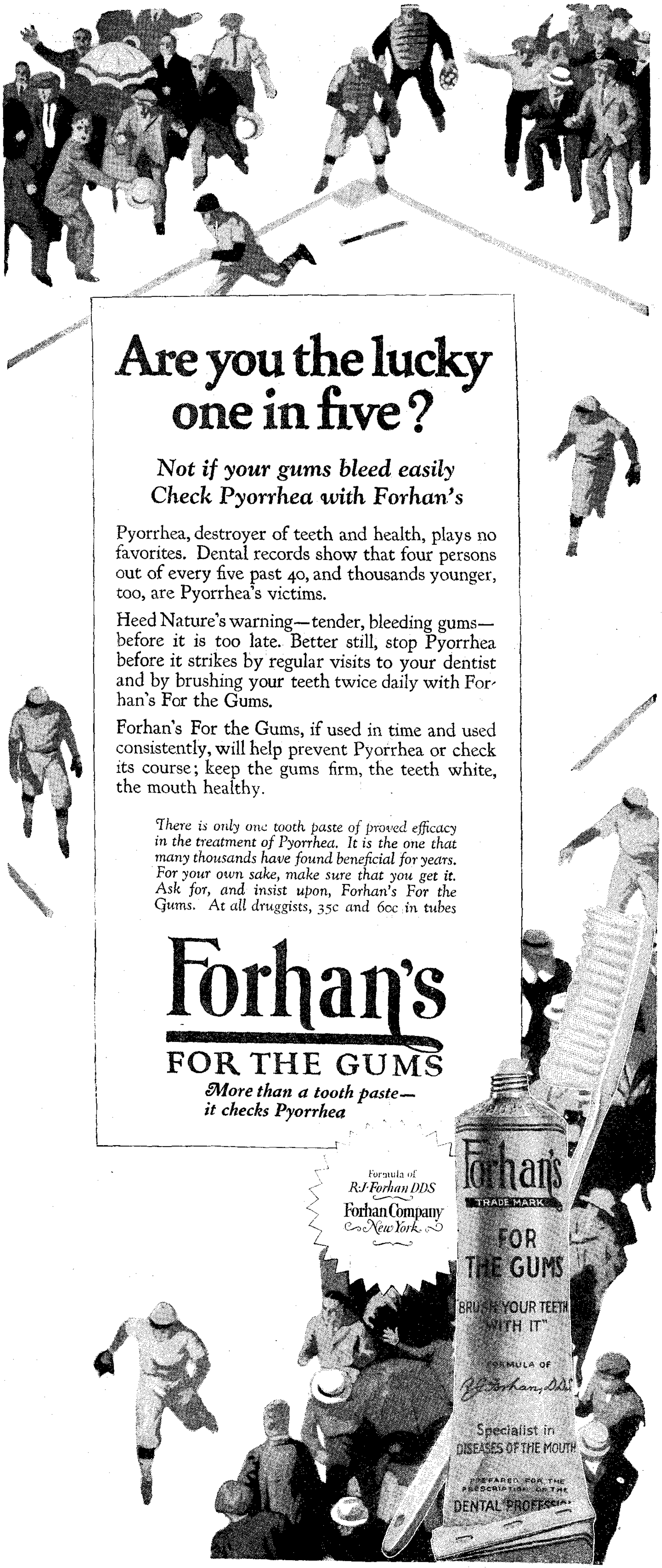
A location on or near the route of an important interstate highway is undoubtedly as valuable to the average community to-day as was a location on a railroad forty years ago. There are smaller centers, the very lifeblood of whose business is the transient motorist and it is only natural for even the largest cities to desire adequate and well-paved highway connections which will make it easy and convenient for the American motorist to visit them and patronize their hotels, their garages and their merchants.

But the advantages of a location on a railroad do not accrue as a result of having the main line run immediately through the heart of the town. Quite the contrary. Those cities sufficiently unfortunate to have main-line railroads through the heart of their business districts and their congested centers know what a problem this presents. It means a dangerous grade-crossing every block, or a tremendous expenditure to put the railroad underground or to separate the crossings. Those cities are most fortunate which lie within a belt of rails, and the travelers who arrive by train make no objection to covering the distance between the depot and the hotel or the place where they would do business.

The analogy holds true as applied to our main-line highways. And it is interesting to note how the passage of years and the development of American highways and highway transport have changed the municipal attitude toward through-route construction and alinement. There is hardly a metropolitan center along the Lincoln Highway to-day which is not making a strenuous effort to have adequate by-passes provided for the tremendous volume of travel which it is now recognized should not be allowed to add to the growing congestion of busy business streets.

At last the Lincoln Highway Association and other organizations interested in the development of through routes of motor travel can, with the cooperation of the communities involved, mark the through routes along the edge of a city, or, if necessary, along little-used streets, instead as in the past being frequently opportuned to divert the through traffic away from the direct line in order to wind it through the very heart of town. Even those communities which lie directly in the path of important transport arteries are beginning to see the wisdom of developing a turn-out or run-around for the through travel, which will make it unnecessary for it to enter the community at all, unless it so desires.

The time has come, declares the writer,



Are you the lucky one in five?

Not if your gums bleed easily
Check Pyorrhea with Forhan's

Pyorrhea, destroyer of teeth and health, plays no favorites. Dental records show that four persons out of every five past 40, and thousands younger, too, are Pyorrhea's victims.

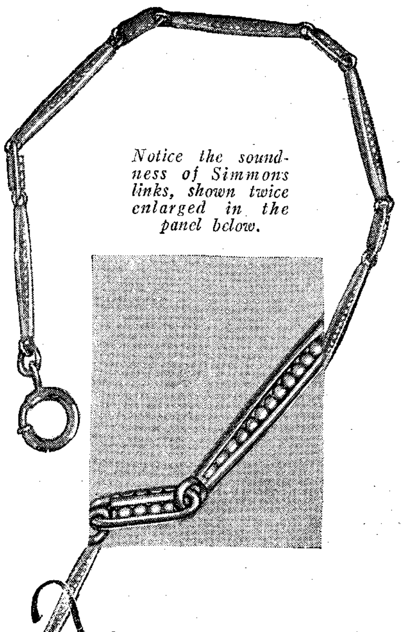
Heed Nature's warning—tender, bleeding gums—before it is too late. Better still, stop Pyorrhea before it strikes by regular visits to your dentist and by brushing your teeth twice daily with Forhan's For the Gums.

Forhan's For the Gums, if used in time and used consistently, will help prevent Pyorrhea or check its course; keep the gums firm, the teeth white, the mouth healthy.

There is only one tooth paste of proved efficacy in the treatment of Pyorrhea. It is the one that many thousands have found beneficial for years. For your own sake, make sure that you get it. Ask for, and insist upon, Forhan's For the Gums. At all druggists, 35c and 60c in tubes

Forhan's
FOR THE GUMS
More than a tooth paste—it checks Pyorrhea

Formula of
R.J. Forhan DDS
Forhan Company
New York



Notice the soundness of Simmons links, shown twice enlarged in the panel below.

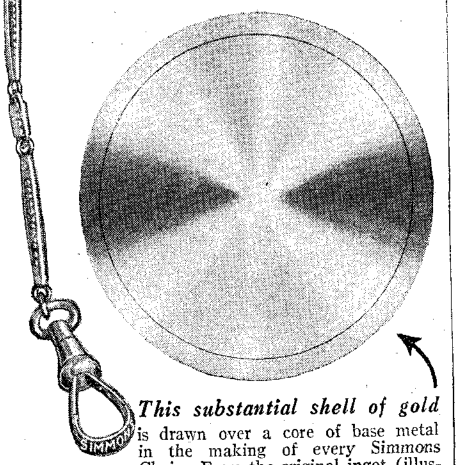
There's logic in a sound

WATCH CHAIN

DURING all your waking, working hours you wear it. It is exposed to dust, dirt and friction. Yet always it must hold the watch securely—and maintain a good appearance.

More reason, therefore, for choosing a Simmons Chain made by the special process of drawing gold, green gold or Platinum-gold over a stout base metal. This chain is durable. Link by link it results from finished craftsmanship. It is good-looking—designed by leaders in the art. And so reasonable in price that you cannot afford to spend less on a chain. At your jeweler's —$4 to $15. R. F. SIMMONS COMPANY, Attleboro, Massachusetts. Canada—95 King Street East, Toronto.

SIMMONS
TRADE MARK
CHAINS



This substantial shell of gold is drawn over a core of base metal in the making of every Simmons Chain. From the original ingot (illustrated actual size) until the smallest link has been wrought out, the ratio of gold to base metal is constant. With this special Simmons process, durability and clean-cut design follow naturally.

MOTORING AND AVIATION
Continued

for city-planning commissions and civic authorities in general to cooperate in every way possible with the State highway authorities in an endeavor to keep every possible motor-vehicle which has no business in town out of town. He argues further:

The modern tourist knows where he is going. He probably is traveling on a schedule which calls for a stop at noon at a certain point and at night at another. He is not necessarily a potential customer in every community he traverses. In down-town business streets he is not an asset but a liability. Traffic congestion in the shopping districts of metropolitan areas has a serious detrimental effect upon the business done in the stores which line the business thoroughfares. The heavy through traffic which makes it difficult for the local folks to patronize their own merchants has proven a boomerang to those who have insisted on leading it by their doors.

A recent census taken in down-town Pittsburgh on the Lincoln Highway showed that some 20 per cent. of the vehicles represented the through travel which did not want to be in that part of Pittsburgh at all, and which, had it been possible, would probably never have entered the city. Given a good by-pass around Pittsburgh and a very considerable alleviation of her down-town difficulties can be expected. Yet certainly all of those travelers who may wish to enter Pittsburgh to stop at her hotels or buy at her stores will do so. Only those who do not wish to stop will not enter, and they are not wanted.

It is interesting to note to what lengths those of our cities, which have been studying this situation, will now go to get the through traffic out of their business districts. If anything, these lengths are greater than those to which these self-same communities went but a few years back to get the traffic in. It isn't a case of too much of a good thing. It never was a good thing. It is just a case of our cities beginning to wake up to a fact which was appreciated from the start by those who were close to the problem, as being a fundamentally wrong and unscientific way of handling the situation. Through traffic never did do a community any good. The only traffic which does a community any good is the traffic which stops, and when it stops it ceases to be through traffic.

Maj. W. G. Sloan, State highway engineer of New Jersey, recently outlined New Jersey's plan for a complete relocation of the Lincoln Highway from the Jersey City side of the Hudson, at the west end of the vehicular tunnels now being built to connect Manhattan Island with Jersey, through the Newark meadows south of Jersey City and Newark to Elizabeth. "The essential consideration," Major Sloan says, "as with all such motor trunk highways, is that it shall, in so far as possible, lie outside of towns and cities and be so located as to reach existing or potential industrial centers."

The present Lincoln Highway through Jersey City and Newark is heavily congested to a large extent by motor-truck traffic, and, points out Mr. Macauley, the congestion is expected to increase tremendously upon the completion of the Hudson River tunnels and the bridge over the Delaware connecting Camden with Philadelphia.

Even to-day the average count of vehicles entering Newark on the Lincoln Highway is 16,930. The plan now nearing completion is to provide a tunnel, a subway, or an open cut, from the Passaic River, blasted through hard trap rock through south Jersey City at enormous expense, and the construction of a new grade with a minimum width of fifty feet and with a heavy concrete pavement across the Hackensack meadows south of Newark.

The State Highway Department of New Jersey expects to expend some $25,000,000 on the construction of this link and estimates the maximum hourly count to be expected over the thirteen miles of highway at 5,500 vehicles. Major Sloan says that this volume of traffic is more than twice the traffic on Fifth Avenue at 42d Street in New York City. In Jersey City local traffic will pass over the cut or tunnel which will contain the through highway. There is probably no better example in America at this time of the lengths to which it is worth while to go to eliminate the through traffic from the congested portions of metropolitan areas.

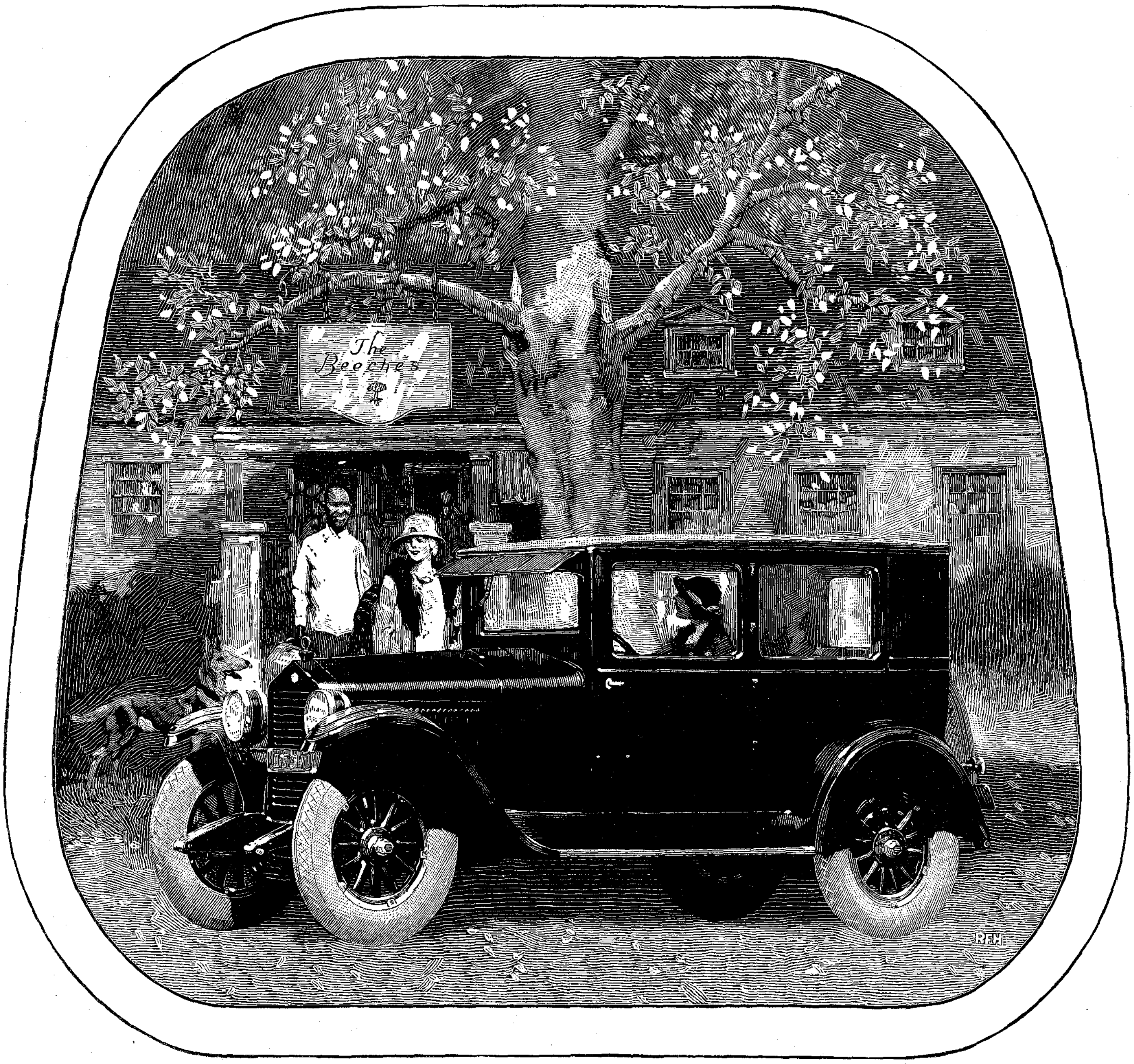
A recent editorial in a Kansas City paper commented with some surprize upon the fact that the State Highway Department of Missouri, in laying out a main market route a short time ago, found certain towns that preferred to have the highway pass near them rather than through them. It pointed out the obvious traffic advantages in having highways pass around cities, as the State Highway Department of New York is now endeavoring to do, without too great opposition from the communities, on all the State highways.

The New York *World*, in a recent editorial, express the trend of the times in saying: "Because cities dreaded the traditional 'way-station' status, we have been building motor highways from city to city, discharging traffic into the heart of the towns with a resultant delay of through traffic and unnecessary interference with local traffic. When the advantages of the way-station status are more fully appreciated, motor highways will skirt the towns instead of passing through. Belt-line motor routes will parallel the railroad belt lines. The way-station ideal is alive in New York, with talk of elevated marginal ways to make mid-town New York a way-station for traffic from lower to upper Manhattan. We need to study and work along these lines."

It is not only in the metropolitan centers that this question of getting the through traffic out of the local traffic is important, says Mr. Macauley. Relatively, it is of equal importance in the smallest community which now finds continuous streams of passenger cars and motor-trucks rumbling through "Main Street" not only dangerous but disconcerting, expensive and profitless. The writer continues:

American cities have had a tendency to centralize along a first main business street and later along a few such streets. Few of them are now laid out with an eye toward decentralization of traffic and a great problem lies before America's communities in taking steps now to take care of the still greater coming traffic. Now is not too early to plan for the accommodation of the traffic of 1950.

The development of American roads is



This Essex Six with Vibrationless Motor **$1000**

Freight and Tax Extra

Balloon Tires Standard Equipment

Why Pay More? Thousands of former users of larger and costlier cars now prefer the Essex Six.

Its smooth performance, vibrationless motor—built on the famous Super-Six principle—long lasting quality, and moderate price make the Essex the astounding value of the year.

ESSEX
TOURING
$900
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More than 1800 Deliveries Weekly

MOTORING AND AVIATION
Continued

just beginning to reach the point where the fullest use and efficiency of the motor-vehicle can be realized. As our interurban roads are improved, the problem of providing adequate by-passes or city avenues of traffic for the through transport which will develop in the future will become more and more pressing and its solution more and more expensive. Steps taken now in the planning of the future development of American cities and with an eye on the provision of through transport arteries will pay big dividends to the next generation.

South Bend, Indiana, a community of 70,000 population on the Lincoln Highway, typical of hundreds of like communities on main routes of travel in every section of the Union, has been having its difficulties with the traffic problem. Recently a Chicago city-planning engineer was called in to study South Bend's street problems and report to the Chamber of Commerce. One of the first recommendations made to the city authorities was the re-routing of the Lincoln Highway, now following one of the principal business streets of the city. In his report this traffic expert said: "My suggestions are predicated on the theory that Lincoln Highway traffic is through traffic and that it should be so routed as to take it out of local commercial traffic lanes so far as possible, yet leaving the business area thoroughly accessible to it."

Those cities so unfortunate as to have a "center" into which eddies the flow of traffic from a dozen converging, important streets, each continuations of through highways, have before them particularly difficult problems. Detroit is one of these, and in its recommendations recently presented to the city council, Detroit's Rapid Transit Commission, under the chairmanship of Col. Sidney D. Waldon, points out how unfortunate it is that the plan for the city of Detroit laid out by the Governors and Judges in 1806, which provided for 120 and 200 foot streets and great radial arteries for through traffic superimposed on the usual checker-board pattern, should have been discarded. Detroit is the gateway to Michigan from the south and east, and every effort is now being made to route this heavy flow of through travel along the city's outskirts on a "super-highway" 204 feet wide, elevated over the cross streets and with an express and local traffic capacity of 8,600 vehicles per hour in each direction, which will permit motor vehicles to average thirty miles an hour, or better, instead of the present five or six in traversing the city.

Figure out for yourself how much better time you could make and how much more pleasant a trip it would be between New York and Chicago if in that tour of over 900 miles you did not necessarily have to traverse one single municipality and yet were always within convenient distance of any in which you wished to shop, eat, or spend the night.

Our great arterial roads of the future, which will rumble all night with heavily laden trucks and carry their daily quota of through passenger traffic running into the tens of thousands of vehicles, will largely necessarily follow the rights-of-way and the grades established now. Now is the time to lend every possible support to those authorities, endeavoring slightly in advance of public opinion to correctly route these new transportation utilities.

If you pride yourself on business efficiency

these shaving betterments will appeal

THIS is an age of change. But makeshifts lure no man. Only the super-things appeal.

We believe in the survival of the fittest. So please consider what we offer.

We offer the *only* safety razor with a self-stropping device. This patented automatic feature restores our blade to new-like keenness for each shave.

Contrast this with ordinary razors, in which the blades dull with each successive shave until they must be thrown away.

With the Valet AutoStrop Razor a blade lasts two or three times the average life and each shave is a perfect shave.

A few strokes on the strop and our razor regains its barber's edge—super-keen.

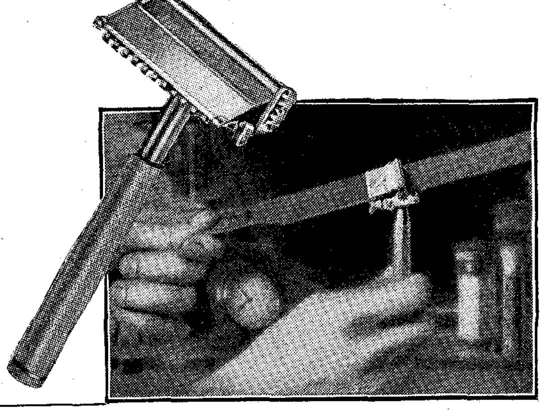
The world's fastest shave

The faster the shave, we say, the better. For a speedy once-over requires a super-keen blade. Slow shaving means "pulling," abrasions, discomfort. All are unnecessary, and we can prove it.

We invite comparison. Just change to a Valet AutoStrop Razor. Give it a fair test against your former way—use it for a month or two. We believe you'll never change back to harsh crude shaving.

The Valet AutoStrop Razor is a many-year development, a final-type advancement. It brings perfections found in no other razor. You owe it to yourself to make a comparison. Why delay?

Valet AutoStrop Razor
REG. U. S. PAT. OFF.



The RAZOR *That Sharpens Itself*

AUTOSTROP SAFETY RAZOR COMPANY, 656 First Avenue, New York City

LEGE LIBRARY
Springfield, Missouri

The combined motorists of America can have tremendous influence in this development, and it is a matter of the greatest importance to them. We all of us realize that in many of our larger cities the automobile has become almost useless in the down-town section, where one can make better time on foot and be untroubled with the ever-present problem of finding a place to park.

When there are 25,000,000 motor-vehicles registered in this country, as there surely will be by 1934, we will find the efficiency of our own car or truck vastly decreased if we do not look ahead now and plan wisely to prevent further metropolitan congestion and the consequent increase in hampering ordinances and regulations which tend to make the operation of a motor-vehicle in our American cities an ordeal rather than the pleasure and convenience it should be.

AVIATION, PLUS POLITICS, IN EUROPE

AVIATION, especially the development in commercial lines and projects, since the war, seems to be considerably mixed up with the boundary lines and politics of Europe. Post-war developments in aircraft, in the opinion of one aviation authority, have even "created a new alinement of international affiliations." For instance, points out this authority, Howard Mingos, a frequent contributor of articles on aviation subjects to both the aeronautical and lay press, "while the German Government has officially fought the Soviet, by trying to banish Communism, the large and powerful German aeronautical companies have combined with the Soviet and other neighboring governments in projecting new aerial passenger and freight lines throughout Europe and Asia." This development is particularly interesting, because such air lines may be the deciding factor in the case of further warfare in Europe. Mr. Mingos continues his discussion in the New York *Herald Tribune*, as follows:

> The new combine, which was organized several months ago, is known as the Trans-Europa Union. It includes at present seven operating companies, four of them German—the Aero-Lloyd, Rumpler, Junkers and Bavarian Air Transport—the Swiss Ad-Astra, the Austrian Aerial Transport and the Hungarian Aerial Express. The moving spirit is Dr. Hugo Junkers, noted all-metal plane expert and manufacturer.
>
> The Trans-Europa Union proposes to organize during the next two years fifteen separate aerial passenger and freight lines, taking in all important centers between London, Stockholm, Petrograd, Constantinople, Athens, and Madrid. Paris is excluded because the French refuse to have anything to do with the Germans, and the French companies have their own schemes for expansion.
>
> The French had believed that their policy of aerial expansion would accomplish for the Republic the same objects which the Germans and their friends seem about to realize for themselves, namely, closer industrial and commercial relations with neighboring countries. If that seems a far-fetched conclusion, one need only reflect on the remarkable growth of aviation and the importance it has assumed in world

BESSO MOTOR OILS
GUARANTEED 100% PURE PENNSYLVANIA OIL
STRAIF & SONS

"... and now you won't have to change your oil for 1000 miles ... and maybe more."

Think of it! 1000 miles without changing your oil when you use Pure Pennsylvania

FOR years motorists have been told to drain their crankcase every 500 miles. But this rule doesn't apply to 100% pure Pennsylvania oil. Pure Pennsylvania is good for at least 1000 miles of efficient lubrication.

Of course, you must keep the oil level up—and, if necessary, add more oil. But the oil need not be drained under 1000 miles. Often it is good for greater mileage.

The reasons are simple enough. Pennsylvania oil doesn't "break down" under heat and hard wear. Therefore, it lasts longer. It contains no tarry substance — no sulphur — no acid. It leaves no gummy deposit.

The remarkable qualities of Pennsylvania oil insure a longer life for your motor, less depreciation and a decided decrease in repair bills. Also Pennsylvania gives a greater margin of useful power.

Pennsylvania is not the name of a brand, but of a different *kind* or *grade* of oil (found only in the Appalachian Field) from which many excellent brands are refined. You can be sure of getting pure Pennsylvania by looking for the emblem shown below. It appears only on products refined *entirely* from this famous crude.

Remember, when you fill with 100% pure Pennsylvania you are not buying "just oil"—but 1000 miles of efficient lubrication. So make sure you see the Pennsylvania emblem.

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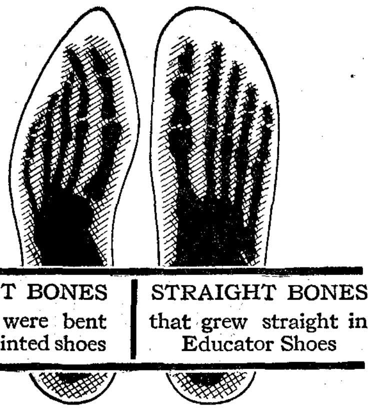
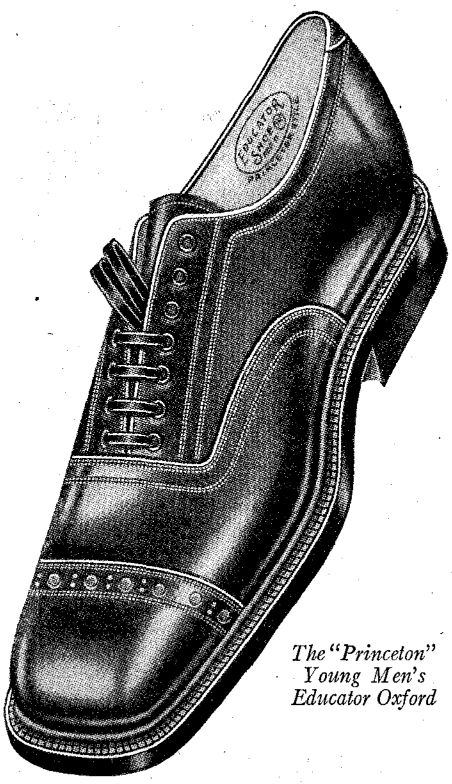


BENT BONES
that were bent
by pointed shoes

STRAIGHT BONES
that grew straight in
Educator Shoes



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Also send for booklet.

MOTORING AND AVIATION
Continued

chancelleries. The 300,000 Americans who in one way or another were connected with our aviation service during the war would not know what to do with the new-fangled equipment produced recently.

Most of the European nations are working on huge planes capable of carrying from twenty-five to fifty passengers on non-stop flights of twelve hours or more. Planes are stronger, safer and more enduring. The American-built planes in the round-the-world flight have fuel capacity which will permit them to fly twenty-seven hours without stopping, if necessary; this at an average speed of eighty miles an hour.

While our own Army air service has in the Barling bomber the world's largest airplane, points out Mr. Mingos, England, France, Holland, Italy, Denmark and Russia are completing machines of greater carrying capacity, some of them all-metal seaplanes, which will accommodate passengers or freight in peace or troops and munitions in war. It appears that:

Airships, once only dangerous war raiders, are now practical for peace. They carry loads equal to their own weight and consume only half the fuel formerly required. That doubles their flying range. The aerial camera has been made so efficient that its value can not be overestimated. Flying several miles above the earth a flyer is able to photograph the country, and by means of special instruments he can later pick out and analyze everything photographed. All governments are mapping important routes and locations in countries over which their civilian planes are flown.

That would give them a material advantage if they were called upon to wage war with those nations. Conversely, it is an incentive to peace; and it is no exaggeration to say that by means of aircraft the nations will soon be so closely connected that war would be both impractical and suicidal.

Not long ago British and French military strategists happened to meet during a war celebration or memorial. The subject of aircraft and its possibilities came up, and it was agreed that war between France and England is an impossibility. The air forces of each nation could destroy the capital of the other simultaneously within a few hours after a war declaration. London and Paris would lie in ruins before nightfall of the first day of hostilities. The ground forces would hardly be able to mobilize, for railroads, terminals and concentration points would or could be obliterated as fast as they were established. All the defensive measures yet devised have not lessened the destructive qualities of enemy aircraft, particularly when they can use their own flying fields as bases of operations.

No; such is the menace of aircraft that it will serve as a deterrent. The war will be commercial. The struggle for aerial supremacy is recognized as one for supremacy in international trade, politics and the like, but not as a means of committing self-destruction among nations.

A score of navigating instruments recently perfected make practicable long-distance flying in fog or storm, where only a few years ago it was a sporting adventure at best. Witness the ease with which our Army flyers are making their way over new and hitherto uncharted paths by means of the new instruments, all of which are in the hands of other governments.

Perfection of radio insures adequate weather reports. The new aerial lighthouses and auxiliary apparatus have brought about night flying. What does this mean to Europe? It means faster twenty-four-hour transportation. Aircraft by night and day service are real competitors of trains and boats. And in most countries of Europe air transportation is almost as economical. Yet the smaller nations can not afford to set up aviation establishments to compete with the larger Powers. Their hope lies in strong alliances.

France, it appears, was the first to take advantage of that condition. She developed her air force to maximum strength and appropriated liberal subsidies to her commercial air lines which are operating between Paris, Poland, Hungary, Roumania, Spain, England, Belgium, Holland and the colonies in North Africa. To-day, continues the writer:

Her twenty-nine airplane factories, two airship plants and eleven engine plants are working overtime. One factory alone, the Farman, employs more men than all the airplane factories in the United States. The French industry is producing 100 planes a month. It could produce 1,000 planes monthly in an emergency, and at the end of six months of war or other incentive could expand to 2,500 planes every thirty days, a number several hundred in excess of the maximum employed by the Central Powers at any time during the war. The French industry has a capacity equal to that of the American and British combined.

French air lines operating between Paris and other European centers are virtually propaganda-distributing agencies. They have carried about 8,000 passengers, a million pounds of freight and 100,000 pounds of mail the first six months this year. In each country penetrated the people are constantly aware of French ingenuity and enterprise. French banks, business houses and newspapers, by means of aerial transport, are doing much for national prestige, aided materially by credits which the republic grants to those countries through which French planes operate. By means of the credits the government assures its nationals of patronage from those other Governments. France is dominating the policies of Poland and Czecho-Slovakia by these methods, even to the extent of establishing French schools in the capital cities.

England has not been slow to realize what France is doing. For a year now England has been strengthening her air force and building and operating industries. Obviously the plea that England's safety depends on an unprecedented expansion is not the real reason, for her Royal Air Force is able, and always has been able, to meet any enemy and give it as good as it sends. The real reason is commercial.

Last April the four English air lines were combined by authority of the Air Ministry, which placed two officials on the board of directors and granted a ten-year subsidy. Night-flying routes have been projected throughout Europe, including the Scandinavian countries. Efforts are being made to persuade Turkey to let the British operate into Constantinople, but the French tried it last year and failed. They had completed their landing-field in the Turkish capital when

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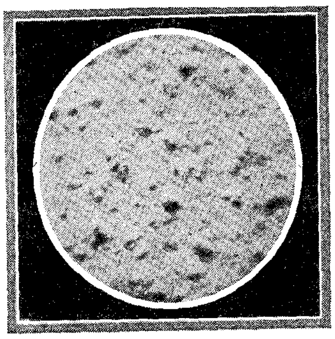
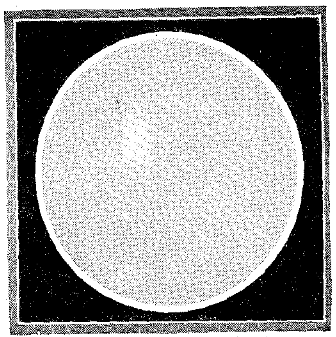
NO MATTER *how dirty the smudges are—a damp rag removes them quickly and easily from the smooth, lustrous surface of Barreled Sunlight.*



Ordinary flat finish white paint



Barreled Sunlight

WHAT PAINT LOOKS LIKE THROUGH A MICROSCOPE
These photographs were taken through a powerful microscope. Each paint was magnified to the same high degree. The astonishing contrast shows why Barreled Sunlight is so easy to keep clean. Its surface is smooth, even and non-porous. It resists dirt and can be washed like tile.

A SURFACE so smooth that the finest particles of dust or dirt *cannot sink in!* —

That is why Barreled Sunlight won't "hold the dirt"— why it can be washed clean as easily as white tile.

And that is why it is being used today in practically every city and town in the country.

The astonishing photographs above tell the story of Barreled Sunlight clearly.

Barreled Sunlight not only can be washed like tile — but repeated washings will not "wear away" its smooth, lustrous surface.

It is ideal not only in homes but in hotels, apartment houses and in business and industrial interiors of every type.

MADE by our exclusive Rice Process, Barreled Sunlight is guaranteed to remain white longer than any gloss paint or enamel, domestic or foreign, applied under the same conditions.

Barreled Sunlight costs less than enamel, is easier to apply and requires fewer coats. It flows freely without leaving brush marks. One coat is generally sufficient over a previously painted light surface. Where more than one coat is required, use Barreled Sunlight Undercoat.

Barreled Sunlight comes ready mixed in cans from half-pint to 5-gallons — and in barrels and half-barrels. Where white is not desired, it can be readily tinted.

If your dealer cannot supply you, send coupon below with ten cents for a sample can, containing enough Barreled Sunlight to paint a bathroom cabinet, shelf, mirror, etc. — or any similar articles.

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2. Easy to apply
3. Costs less than enamel
4. Requires fewer coats
5. Possesses a soft lustre peculiar to itself
6. Can be tinted any color
7. Guaranteed to remain white longer than any gloss paint or enamel, domestic or foreign, applied under the same conditions.

Save the surface and you save all

Barreled Sunlight

THE RICE PROCESS WHITE

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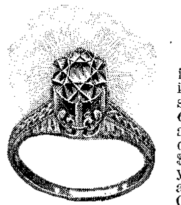

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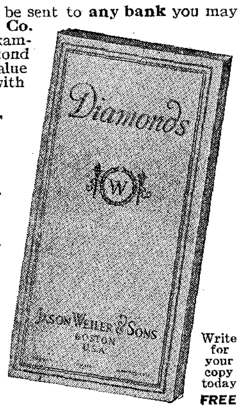

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MOTORING AND AVIATION
Continued

the Angora Government changed its mind and decided to keep out foreigners. But the smaller countries must sooner or later give in to the desires of the Powers, for they have the equipment which small nations need, and which they can not build for themselves without years of development work.

To-day England, we are told, has seventy different post-war types of aircraft, some of them semi-commercial in design and powered with huge engines of 1,600 horse-power. Also:

The Government is organizing flying clubs throughout the United Kingdom and donating machines, its object being to train a race of flyers, just as it once developed a nation of sailors. The Fairey company has a new seaplane weighing ten tons empty and powered with four Rolls-Royce engines aggregating 2,800 horse-power. That is matched in France by the *Leviathan*, which is powered with a 1,000 horse-power Breguet-Bugatti engine. It carries two tons of cargo. The Spad *S-45* also carries a similar load. They are only two of the sixty post-war types developed in France, where night-flying equipment is being placed on all the air routes.

While Mustafa Kemal is having a difficult time organizing commercial aviation in Turkey, Mussolini, prime dictator of them all, is leading the field. Six months ago Mussolini, not satisfied with his job as head of the Government, dissolved the Italian Air Ministry and made himself director of aviation, military and commercial.

"We must have enough planes by 1925 to hide the sun," he told subordinates in a recent speech. "We must fly! We will fly!"

Thereupon he set about tripling Italy's air strength and organizing lines throughout southern Europe and over the Mediterranean. Only Italian equipment and personnel are employed. Handley Page, the English aeronautical promoter, sought an audience with Mussolini a few weeks ago. He had a scheme to extend the English lines throughout Italy and on out to British ports. It meant that soon Italian trade would be flown under the British flag.

"Nothing doing," said Mussolini. "Everything that flies over Italy will be Italian."

To-day Mussolini has persuaded each of Italy's seventy-two provinces to contribute one plane annually. Also:

Caproni is building large four-engined sea-planes, capable of crossing the Atlantic, the object being to use them on scheduled trips to South America. Two large dirigibles are being built and several smaller ones have been launched. Italy's aerial strength will equal that of 1918 before the end of the year. She sold 100 planes to Russia last year, and took orders from other countries for a hundred more. Mussolini has started negotiations with Austria toward combining Italian and Austrian air transport lines and cornering the traffic in South Europe.

Here we have those ancient enemies seeking a friendly commercial alliance. France, Poland and Czecho-Slovakia are already united. Germany, Russia, Hungary and Switzerland are united under a working agreement, with England co-operating for connections with her continental terminals. But that isn't half the story. There are many delicate situations, any one of which might cause a breach of the peace, such as it is. For all Europe is living under an armed truce, its forces ready to spring into the air at an instant's notice.

The German-Russian air line between Koenigsberg and Moscow, which has been operating several years, must fly its planes 317 miles non-stop over Latvia and Lithuania because those Governments will not permit Soviet planes to land on their territories. Planes making a forced landing are subject to confiscation. The Franco-Roumanian company flying daily across south Germany has lost twelve planes in the last twelve months because they were forced down on German soil, where they were confiscated. Germany justifies her action by pointing to the French attitude. France does not permit German craft to fly over French soil. There has been considerable agitation in the French press against letting the Germans fly the reparations airship *ZR-3*, over France on its way to be surrendered in this country. When the American flyers were forced down north of Japan several months ago they were approached by a Russian gunboat and ordered to leave immediately, because we have no dealings with the Soviet.

England, with characteristic foresight, welcomes all foreign craft on her soil, German included. Now England is projecting a London-India route by way of Berlin, and is building two giant rigid dirigibles to supplant airplanes on the long flight across a third of the world. The rigids will be completed in 1925 and will make the trip from London to India inside of five days, against the eighteen and twenty days now required by boat and rail.

There is another situation which France does not like but which she is powerless to prevent. After the war France insisted that Germany should not be able to build up an air force during this generation. At least fifteen years must elapse before the restrictions should be removed. Germany was to be prevented from building large airplanes and dirigibles. A year ago France agreed that Germany could operate commercial air lines, but that she could not build craft capable of being used on practical flights.

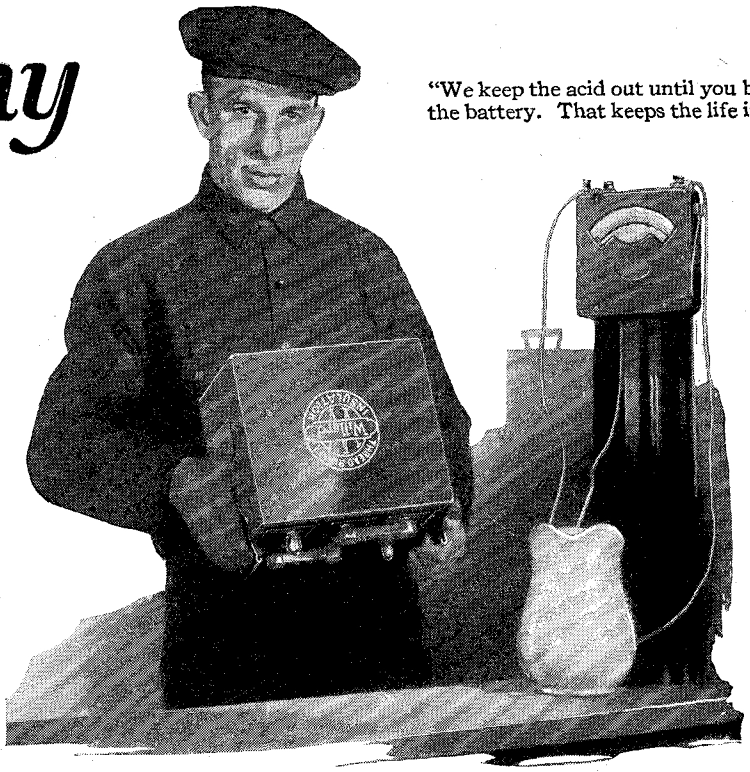
A natural thing occurred. Most of the Germans moved their producing plants to other countries. Dornier, the metal plane builder, went to Italy. He built the planes which the Italians will use when they attempt the Pole flight next year.

Sablatnig moved to Stockholm. Rohrbach went to Copenhagen, where he is building huge all-metal flying craft to carry thirty passengers. Maybach went to Switzerland. The Aeronaut Company moved to Helsingfors. Fokker took his German plant back to Holland. Junkers established a branch factory in Russia.

The Zeppelin Airship Company came to the United States and combined with the Goodyear Company, forming the Goodyear-Zeppelin Company to manufacture huge passenger-carrying dirigibles. A result of this emigration is that German technical progress will continue and be nourished by the Governments and nationals where German experts have sought sanctuary. Still, Germany has sold 2,000 planes in foreign countries since the war.

No Life Lost in This Battery

~*Why*



"We keep the acid out until you buy the battery. That keeps the life in."

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See this mark. It means that the battery is a Charged Bone-Dry Willard. Now watch the Willard Service Station man put one of these batteries in service.

He turns the battery upside down to show you it is empty. Then he fills the cells with the acid solution. The battery is placed in your car. You step on the starter—you're off.

Why was the acid kept out of this battery until you bought it?

Because a battery does not have to be in an owner's car to wear out. Battery life starts the minute the acid solution is poured in, and it goes on all the time there is any acid in the battery.

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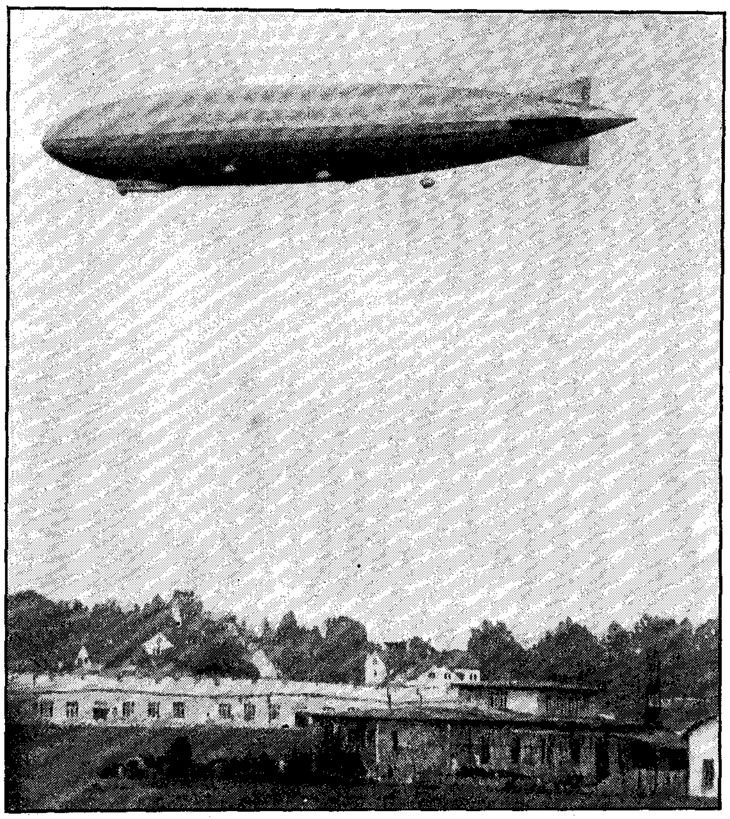
Willard STORAGE BATTERIES

COMING—THE *ZR-3*

SEPTEMBER 20, THE DATE OF THIS ISSUE OF THE DIGEST, was tentatively chosen as the day when the big new German dirigible, built for America in accordance with the terms of the Versailles Treaty, should start on its long trip across the Atlantic to its new home, at Lakehurst, New Jersey. The date of this departure has been postponed from time to time, and there are some predictions that it may be postponed again, even tho the air-cruiser had already been tested and pronounced fit for the trip. The ship, according to an A. P. dispatch in the Washington *Post*, dated at Friedrichshafen, Germany, September 6, had filled everybody with enthusiasm because of its excellent behavior during its second official trial trip, when it covered about 480 miles at an average speed of about sixty miles an hour, and remained in the air nearly nine hours. "The first regular transatlantic air mail will be brought from Germany to the United States on the *ZR-3*," announces the same Washington paper, adding that:



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THE MOST MODERN DIRIGIBLE, OUR PRIZE OF WAR

The new *ZR-3*, here shown on its trial flight in Germany, is expected to cross the Atlantic for delivery to the United States, late in September.

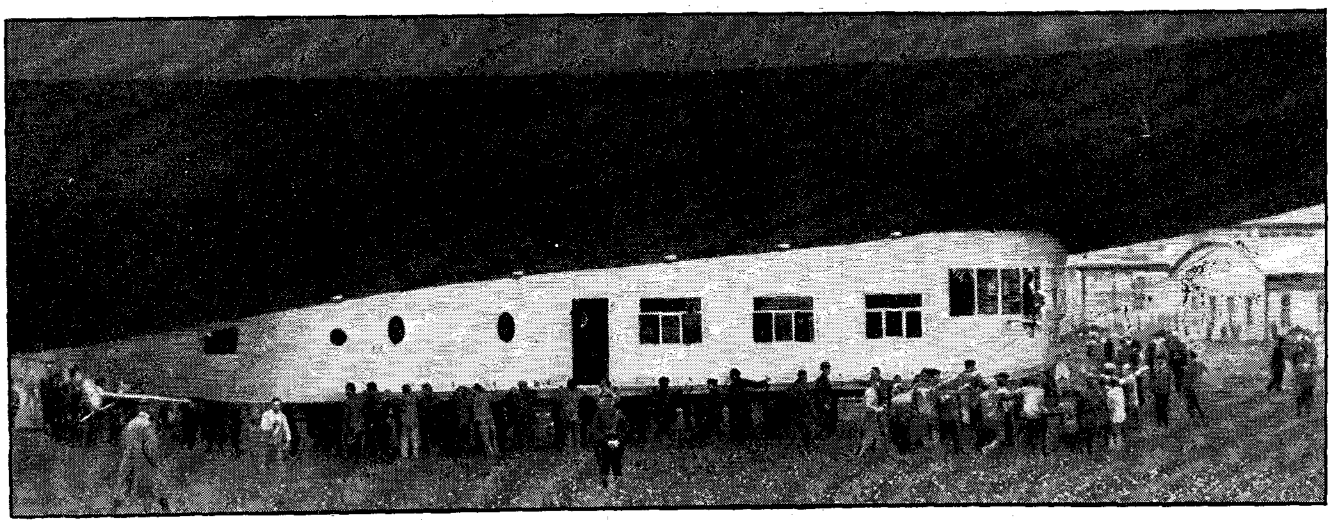
> When the ship arrives at Lakehurst, New Jersey, American postal officials will be on hand to receive a large quantity of specially forwarded mail and expedite the transmission of the letters and postcards to their destination.
>
> German postal authorities have issued a special series of air-mail stamps and postcards for the transatlantic flight. Stamps of 5, 10, 20, 100, 200 and 300 pfennigs, and postcards of 50 pfennigs have been issued. The rate for the cross-ocean air trip is 1 gold mark for letters of 20 grams or less and 50 pfennigs for postcards. All mail carried by the *ZR-3* will be specially marked with the German inscription: "Sent by airship *ZR-3*."

Preparations have been completed by the Navy Department, reports the Washington *Post* further, for furnishing a complete meteorological service to the *ZR-3* in her transatlantic flight. Through the use of naval ships located at the strategic points, it is explained:

> Exhaustive data on weather and wind conditions will be gathered and transmitted to the airship from the moment she leaves her base in Germany.
>
> There will be three principal station-ships—one at latitude 45 north, longitude 45 west, the second at 55 north and 45 west, and the third at 44 north and 57 west. The last ship will act as a radio relay for the information accumulated by the two other vessels. The Annapolis station will be used for communication with the *ZR-3* from the time the airship is within range.
>
> Emergency landing-fields will be established at Boston, Massachusetts; Mitchel Field, Long Island, Langley Field, Virginia, and Paris Island, South Carolina.
>
> The Navy Department has officially requested cooperation of radio users to the end that the least possible interference in communication with the *ZR-3* might be experienced. On the other hand, it was suggested that amateur operators might furnish valuable assistance in listening for reports sent from the air cruiser.

The new German dirigible, announces the American Aeronautical Chamber of Commerce in a bulletin, really represents an American interest in "the spoils of war" taken from Germany when she was forced into signing the peace treaty. The bulletin, which is sent out "on behalf of the Goodyear-Zeppelin of Akron, Ohio," and deals with the new airship in some detail, begins with the explanation that:

> Under the terms of the Versailles Treaty, all the rigid airships in the possession of the German government were to be



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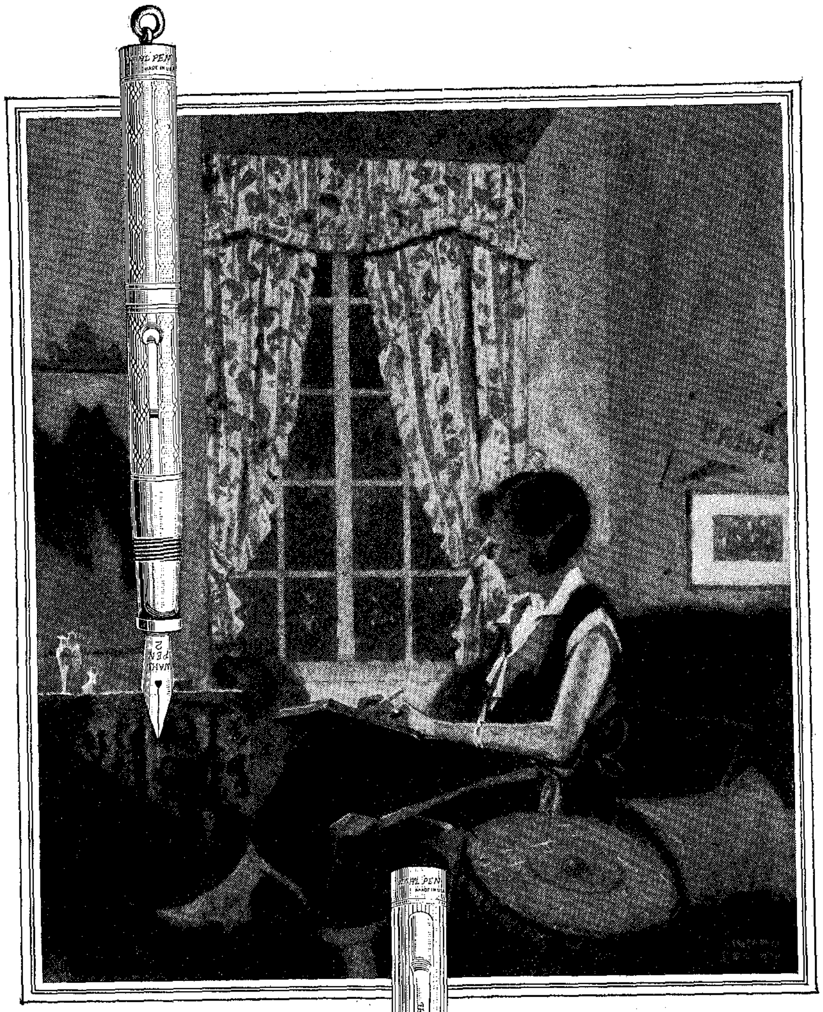
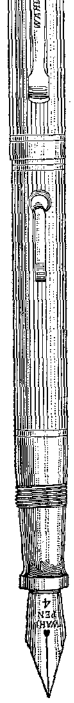
A PASSENGER COMPARTMENT, WITH MANY OF THE LUXURIES OF A PULLMAN CAR

Wide seats, which can be converted into beds at night, excellent dining accommodations, and even shower-baths, are included in the equipment of this newest air-cruiser, built by the Zeppelin works, and destined for commercial use in this country.





This new pen has writing ease greater ink capacity—beauty

In the Wahl all-metal Pen we present an instrument which is definitely ten years in advance of the normal course of fountain pen development. This long forward step has been attained through the simplest means—as is generally true of real progress.

All-metal construction is the foundation of this perfected pen.

Early models of the fountain pen contained the ink in the pen barrel. So it was necessary to make them of hard rubber or other material proof against corrosion by ink acids. But the modern self-filler carries its ink in a soft rubber sac within the barrel. Hard rubber is therefore no longer essential.

Accordingly we made the Wahl Pen of metal—gold or silver to harmonize with the Eversharp Pencil, watches and chains, pen knives, and other such personal articles carried by every man or woman.

Metal construction brought improvement in five ways:—

FIRST—the Wahl Pen has greater ink capacity. The thin walls of the metal barrel permit a surprising increase in the size of the ink sac.

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THIRD—the Wahl Pen is light and well balanced. It brings hand comfort and maximum writing ease.

FOURTH—the Wahl Pen is beautiful. It is gold or silver—for long service as well as beauty—plain or engine-turned, in simple and attractive designs. It looks well alongside a good watch.

FIFTH—the Wahl Pen writes evenly under all temperature conditions. All-metal construction permits more perfect compensation for the effects of expansion and contraction due to rapid warming or cooling of the pen.

See and try the Wahl Pen at your dealer's. Gold-filled or silver models—$5 to $10. Unconditionally guaranteed.

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Canadian Factory, The Wahl Company, Ltd., Toronto
Manufacturers of the
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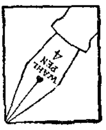

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MOTORING AND AVIATION

Continued

delivered to the Allied and Associated Powers. Following the destruction of some of these ships by their crews in their sheds, the Allied and Associated Powers took the position that Germany must replace these ships, either in kind or by equivalent material. Most of the European Powers chose to take their share of the destroyed ships in some other material, but each also received one or two rigid airships in acceptable condition. The United States, however, having announced at the outset that it did not wish any airships, was not allotted one of the ships which was in flying condition. Its share was represented by damaged ships, for which it might receive equivalent material if it desired.

The United States Government in the meantime had definitely entered a plan of airship development. When construction of the *Shenandoah* was well under way it was believed desirable to obtain a sample of the rigid airships built by the Zeppelin Corporation at Friedrichshafen, Germany. It was accordingly requested that the German Government be directed to replace the two rigid airships to which the United States was entitled by a single one of the same volume as the two which were destroyed. This was objected to, but it was finally agreed among the Powers that the United States should receive, as a replacement for the ships to which it had been entitled and which had been destroyed in the German sheds, one large rigid of the very latest construction of which the Germans might be capable. It was laid down, however, that this ship should be a civil type and not a military one. This ship has sometimes been referred to as a "reparations" ship, but it is properly a "replacement" of the craft to which we were entitled as spoils of war in accordance with the Versailles Treaty.

Construction by the Germans for the United States Government of a commercial type of rigid airship, adds the bulletin, can not be dissociated from the transfer by the Zeppelin Corporation to the Goodyear Company of the American patent rights and the consequent establishing in the United States of the foundation of a world rigid airship industry. The writer adds that:

> The operation of the Versailles Treaty insofar as aerial navigation was concerned virtually had the effect of forcing certain phases of German aviation to be developed outside the German Republic. The practical junction of the extensive resources of the Goodyear Company and the engineering skill and prestige of the Zeppelin Corporation, together with the imminent delivery to the United States of what is really the world's first commercial rigid airship, places the United States in a peculiarly fortunate position with regard to world leadership in the development of lighter-than-air navigation. While the *ZR-3* is being constructed by the Zeppelin Company in Friedrichshafen, on account of the United States Government, it is to be delivered under the charge of officers who are also officials of the recently formed Goodyear-Zeppelin Company.

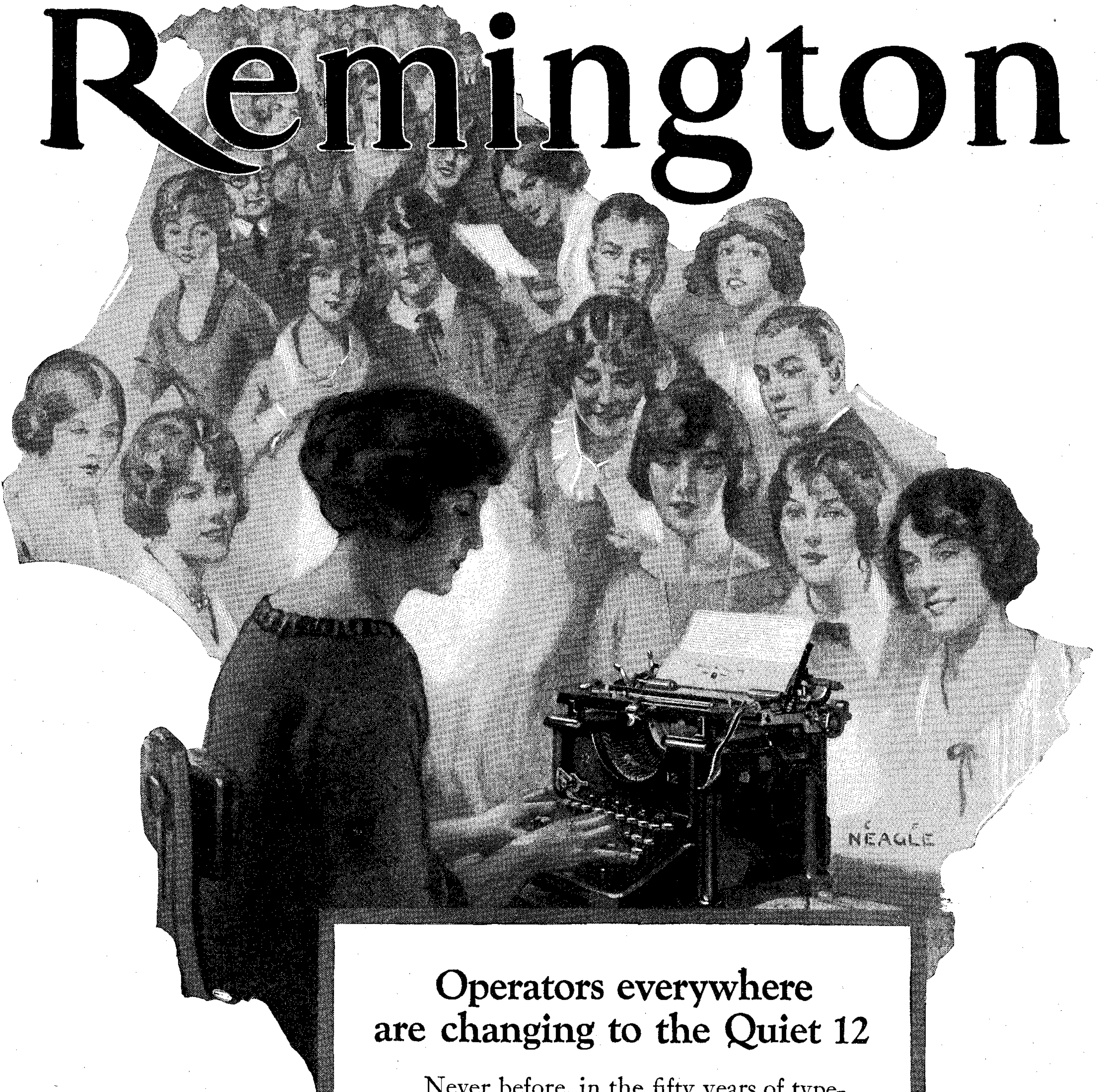
As for the structural details, says the Aeronautical Chamber's announcement:

> The *ZR-3* has a length of 656 feet, diameter of 90.66 feet, and a height of 101.68 feet. It is designed to be inflated with hydrogen gas, having a capacity of 2,472,000 cubic feet. In general appearance it is similar to the *Shenandoah*, but in detail of equipment it is totally different. The *Shenandoah* is precisely what it was intended to be—a military flying laboratory. The *ZR-3* is a commercial vessel, capable of transporting at least twenty passengers and a liberal quantity of cargo for distances as far as across the Atlantic—or farther.
>
> The hull consists of the familiar structure, comprising main ring members, intermediate rings and longitudinal girders. Metals used are duralumin, chiefly, with some steel. The main rings in general are 49.2 feet apart. The keel or corridor is in the lower part of the hull. This corridor is situated partly inside, partly outside, the hull structure. It has the purpose of strengthening the hull, supporting the useful load, fuel and ballast, of distributing these weights, and of serving as a means of communication between the different parts of the ship.
>
> The ship has five power cars, each of which is fitted with a 12-cylinder, 400 h. p. specially designed Maybach motor, of 1,500 rpm. No gearing is used between motor and propeller. Starting is accomplished by means of compress air.
>
> The fabric of the gas cells and the outer fabric of the hull are in general similar to that of the *Shenandoah.*

Underneath the bow of the ship the main car or cabin is situated close against the hull—in contrast with the power cars, which are some distance down, in order to permit the passage of air. This cabin consists of a smaller forward part forming the control car and a larger main part for passenger accommodations. Specifically:

> The control car includes every modern device for the operation of airships, wheels for elevators and rudders, engine, telegraph, switchboard for operating gas-valves and ballast tanks, all the instruments necessary for navigation; also the wireless station. The latter has a radius of about 1,560 miles for telegraph and 315 miles for telephone. The electric current is supplied by a generator driven by an air propeller, making 3,000 revolutions a minute. The sender comprises waves from 500 to 3,000 meters. The antenna consists of three wires, each of about 390 feet in length. Sender and receiver are arranged within a special sound-proof and gas-proof cabin at the rear of the control car.
>
> The passenger accommodations remind one of a cross between railway sleeping-coach and steamer. The main room is subdivided into five separate compartments, each of which has two sofas oppositely arranged, as in a Pullman car. The sofas are 6½ feet long, giving ample room for two people. Each double sofa, or berth section, accommodates four people. The backs comprise upper berths, the seats lower berths, and curtains give complete privacy at night. During the day tables can be put up between the sofas.
>
> In this remarkable cabin are kitchens, pantries, storage rooms, and toilets and lavatories for men and women.
>
> The total lift of the ship, weight of gas subtracted, is about 87,300 kilos, or 179,240 pounds. Weight of the hull, with fins, rudders and elevators, inside arrangements, outer cover, gas-cells, valves, rooms for useful load within corridor, rooms for control and passengers, is 28,200 kilos, or

Remington



Operators everywhere are changing to the Quiet 12

Never before, in the fifty years of typewriter history, has a new model aroused such enthusiasm among operators—so pronounced are its many advantages.

Its operation is surprisingly easy. Its exceptional responsiveness, "natural" touch, simple adjustability, and the fine balance of the whole machine, lessen much of the old effort. And the beauty of the writing is a source of pride to every typist.

The Quiet 12 costs no more than the ordinary typewriter. Easy payment terms if desired.

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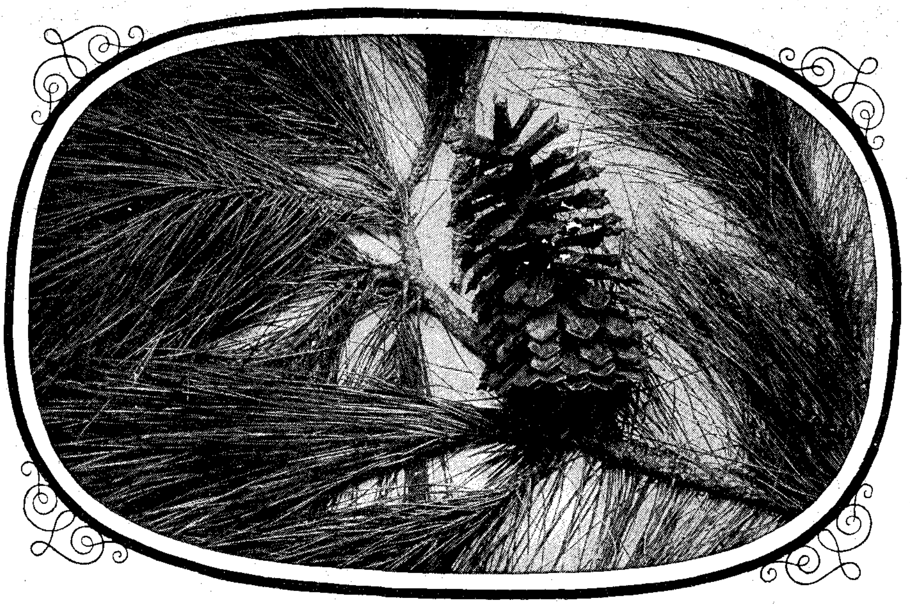
REMINGTON QUIET 12
for general office use

REMINGTON PORTABLE
for personal writing

REMINGTON ACCOUNTING MACHINE
for all bookkeeping

REMINGTON-NOISELESS
where silence is desired

WE BELIEVE WE MAKE THE BEST TYPEWRITER RIBBON IN THE WORLD—AND ITS NAME IS PARAGON



What *common sense steps* can you take to prevent Dandruff and Baldness?

THERE are theories and theories on baldness. And there are nostrums and nostrums which promise miracles: The miracle of an instant cure for dandruff! The miracle of actually growing hair!

Yet the facts themselves are quite simple.

Nothing can grow hair once the hair-follicle itself is dead. But, to prevent dandruff and thwart premature baldness, in most cases it is necessary only to keep your scalp *really clean.* That is all.

So we suggest that you employ this simple, sensible method: Regularly once a week, shampoo with Packer's Tar Soap. Work up an abundant lather and massage the piney suds well into your scalp. Then rinse. Now, again lather, massage and rinse *thoroughly.*

In average cases, this commonsense method will make the scalp clean and free from dandruff — will keep the hair strong and healthy. If, however, after a reasonable time, your regular Packer shampoos cause no improvement, do not experiment with various treatments which promise miracles. Consult your family physician. He may find some underlying cause of trouble due to your general health. If not, he may recommend you to a scalp specialist for local treatment.

If you're like most men, you'll enjoy for its own sake the refreshing Packer lather with its piney fragrance. And you will be glad to know that pine-tar and other ingredients as contained in Packer's, have long been endorsed by the medical profession.

You will find Packer's Tar Soap at practically every drug and department store — each cake in its own sturdy metal soap box. Buy a cake for each member of the family.

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3 Generous Samples of our products for 25c

Send 25c for generous samples of all three Packer products — Packer's Tar Soap, Packer's Liquid Shampoo and Packer's Charm (a soothing skin lotion). Or send 10c for a sample of any single product.

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PACKER'S TAR SOAP

62,170 pounds. Weight of engines and fuel and fuel tanks, ballast tanks, special devices and instruments, electrical equipment and landing arrangement is 13,100 kilos or 28,880 pounds. Under such conditions the useful load will be 40,000 kilos, 88,190 pounds, guaranteed. Useful load in this case means all the lift after the dead weight of the ship has been deducted from the total lift. It comprises gasoline, oil, spare parts, crew, passengers and freight. The speed of the craft is to be not less than 76 m. p. h. with all motors running full, and a cruising speed with five motors of 68, with four motors 63, and with three motors, 56 m. p. h. With the normal fuel supply of 21.2 decimal tons of gasoline and 2.4 tons of oil, the ship's radius of action will be as follows:

1. With five motors, full speed, 46 hours, 3,500 miles.
2. With cruising speed, 78 hours, 5,280 miles.

The influence of the wind's direction and strength also will have to be considered. But careful calculations show that the *ZR-3* will be capable of cruising not only the ocean of atmosphere over the United States, but far out into either the Atlantic or Pacific Ocean as well.

BANISHING THE ALL-DAY PARKER

IT isn't the scarcity of parking space so much as the wastage of the parking space, already available, that keeps motorists at their wits' ends looking for places to stop in the congested districts of cities. This discovery is said, on high authority, to have been made, and proved. Now, reports William Ullman, writing for *The Ullman Feature Service*, various suggestions are being advanced with "a view to putting parking on a businesslike basis." A Washington motorist, he reports, has advanced a suggestion, "which, if elaborated upon, may offer relief, for it would furnish a means for coping with one of the basic difficulties, the all-day parker." According to the view taken by Mr. Ullman:

> Whether or not the fact is appreciated, the all-day parker manages to operate even in sections where parking limits are strictly enforced. He is the man who moves his car every so often, getting around the law by making it occupy a new space. He is the man who cruises around the block a half dozen times until he finds another space if he is not so fortunate as to be able to release the brakes and roll into an adjoining space. He is the man who happens to know that the policeman on the beat isn't "fussy." He is the man who would rather take a chance on a fine, or inconvenience himself every few hours, than pay a nominal fee to park his car for the day in an appropriate place.
>
> The success of any city's parking plan, it would seem, rests with the ability of the authorities to make the all-day parker pay for the privilege, or move on. A fee system seems to be the answer, altho a number of modifications are likely to be necessary.
>
> According to the plan referred to the city would rent out parking concessions and would fix the rate of the parking fee according to the conditions. It has been

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Interesting news!
Listerine Throat Tablets, containing the antiseptic oils of Listerine, are now available . . While we frankly admit that *no* tablet or candy lozenge can deodorize the breath, the Listerine antiseptic oils in these tablets are very valuable as a relief for throat irritations.
They are 25 cents a package

"I'm going to quit!"
—if he's that way again today

HER friend saw her hesitate a moment before entering his office. This was the dictation that she dreaded every day. The other stenographers felt the same way, yet, of course, none of them would have dared to discuss the real reason with him. It became a matter of general office gossip.

* * * *

You, yourself, rarely know when you have halitosis (unpleasant breath). That's the insidious thing about it. And even your closest friends won't tell you.

Sometimes, of course, halitosis comes from some deep-seated organic disorder that requires professional advice. But usually—and fortunately—halitosis is only a local condition that yields to the regular use of Listerine as a mouth wash and gargle. It is an interesting thing that this well-known antiseptic that has been in use for years for surgical dressings, possesses these unusual properties as a breath deodorant.

Test the remarkable deodorizing effects of Listerine this way: Rub a little onion on your fingers. Then apply Listerine and note how quickly the onion odor disappears.

This safe and long-trusted antiseptic has dozens of different uses; note the little circular that comes with every bottle. Your druggist sells Listerine in the original brown package only—three sizes: three ounce, seven ounce and fourteen ounce. Buy the large size for economy.—*Lambert Pharmacal Company, Saint Louis, U. S. A.*

For HALITOSIS *use* LISTERINE

FACTS ABOUT A FAMOUS FAMILY

Little red schoolhouse, good-bye!

Gone is the isolation of the rural home; going too is the little red schoolhouse.

The motor bus has made possible the consolidated school — modern, sanitary, with better trained and better paid teachers — serving families for miles around.

Today there are more than 14,000 consolidated schools, to and from which motor buses daily carry several hundred thousand pupils. In no other part of its product does General Motors feel greater pride than in the service of those GMC buses which help carry young America to school.

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MOTORING AND AVIATION
Continued

suggested that five cents be charged for each half hour or fraction for parking in the congested districts, thus making it costly to be a parking hog and representing nothing but a nominal charge for the man who desires to leave his car for a reasonable sum.

The author of this suggestion believes that if a city would license such concessionaires at a nominal rate and keep the fees for their labor, a number of men would be attracted into the business, and would thus serve as parking police for the city at no additional municipal expense. Mr. Ullman argues further:

> It is recognized that checking up on parking is inadequate, despite the expense to which many cities are put in trying to keep out the parking hog. It is also recognized that parking is most inefficiently handled by motorists, and that if it were possible to do the thing in a businesslike way there would be more spaces available for everybody. If cooperation among motorists has failed, then the fee system is the only alternative, unless the trend toward prohibition of parking is tolerated.
>
> A sliding scale for parking fees, based upon time limits and variation in congestion has also been suggested as an improvement upon the rough plan just outlined, but it is important to keep in mind the interests of the merchants. It would be discrimination, for instance, to charge twenty cents a half hour to park in front of one store as against five cents in another, just as it is unfair to vary the time limit on parking. Merchants in unfavorable locations are losing thousands of dollars daily as a result of parking conditions, which could not have been anticipated. Their interests should be considered.
>
> An important feature in parking regulations, however, is to decentralize standing cars as much as possible. If it is made more attractive to park the car three blocks from one's destination, such an inducement serves to make it possible for more people to park, and thus for the merchants to do more business.
>
> To the average car owner a sliding scale of fees would be the easiest way to furnish the necessary inducement. At present in many cities the inducement is in the form of a longer time limit at the less congested points, but this does not solve the problem of the parking hog, who manages to do about as he pleases in the more restricted districts.
>
> The time is not far distant, many believe, when merchants, city officials and representatives of motor clubs will get together on this parking matter so that, to the best of their ability, all interests can be taken care of. But whatever plans are considered with a view to avoiding discrimination it would seem that the fee system can be made to banish the all-day parker, thus getting at one of the main roots of the trouble.
>
> A sliding scale for all-day parkers, for instance, should bring no objection from merchants. There is no necessity for any one taking more than two hours to shop in any one store, so that if a car owner were made to pay more in one district for excessive parking than in another, such penalty would in no way affect business.
>
> Let us say that to park for more than two hours in the most congested district

would entail an expense of fifty cents an hour over and above five cents for the first hour and ten for the next as against twenty-five cents per hour in a less congested point over and above the same fee for the first and second hours, or parking time allotments. Would this not tend to keep the all-day parker away from points where he has no reason to leave his car? And would it not actually aid business by enabling more people to stop off in comfort over a given period of time?

In Paris the use of park chairs are controlled by concessionaires who charge a nominal fee. This serves to prevent monopoly of seating space by persons who are not entitled to any extra privileges at the expense of the majority, and it also furnishes a means of providing a sort of police protection to prevent loss of seating space through egotism and misunderstanding. Something on the same order could be done with parking in this country, it is contended.

The concessionaires would have to measure up to certain requirements and wear some sort of designating badge or uniform if such a plan were adopted. In some localities it has been the custom for several years to allow men unofficially to take charge of parking, taking as remuneration whatever they could collect in the way of tips. Such methods would not be tolerated in congested points where the motorist feels that locking his car is adequate protection against having it stolen.

With reliable men to take charge of the spaces it would not be possible to move a car from one space to another without paying an extra fee, and this would encourage more system in the use of the car for shopping. It would also prevent one driver from taking up twice as much space as he needs.

The success of any such plan would doubtless rest with the city's ability to arrange for the right sort of concessionaires and the motorist's willingness to see that in trying to avoid paying excessive fees he would be simplifying parking for himself and all concerned.

Statistics Under Difficulties.—There had been complaints of overcrowding at Mudcombe, so an official of the local council was sent to make inquiries. Approaching one dwelling, he knocked sharply, and the door was opened by the daughter of the house. "How many people live here?" he asked. "Nobody lives here," answered the girl. "We're only staying for a short time." "But how many are here?" persisted the man. "I'm here. Father's gone for a walk, and mother is—" "Stop! Stop!" exclaimed the official, impatiently. "I want to know how many inmates are in this house. How many slept here last night?" "Well, you see," was the reply, "I had toothache, dreadful, my little brother had an earache, and we both cried so much that nobody slept a wink." The inspector said he would call again.—*The Argonaut.*

The Salad's Bath.—In the cook's absence the young mistress of the house undertook, with the help of an inexperienced waitress, to get the Sunday luncheon. The flurried maid, who had been struggling in the kitchen with a coffee machine which refused to work, confessed that she had forgotten to wash the lettuce.

"Well, never mind, Marie," said the considerate mistress. "Go on with the coffee and I'll do it. Where do you keep the soap?"—*Harper's Magazine.*

When you smile—are your teeth as attractive as they can be? Pebeco keeps them always white and shining

Nickolas Muray

Increasing the action of the Mouth Glands prevents tooth decay

The only permanent way to keep your mouth healthy and your teeth safe

INACTIVE mouth glands may not cause you any pain but they often lead to serious tooth trouble.

Our cooked foods are too soft, too hastily swallowed. Through sheer lack of exercise the mouth glands slow down.

They leave your mouth dry instead of bathed in alkaline fluids. And without these natural protective fluids the acids that cause decay collect on your teeth.

Brushing is not enough

The ordinary kind of brushing is only temporary. The minute you hang up your tooth brush, the acids of decay begin to form again.

The only way to keep your mouth moist and healthy, your teeth safe, is to restore the natural flow of the mouth glands.

That is why, everywhere, men and women are discarding ordinary brushing and using this tooth paste that keeps the mouth glands active.

With Pebeco tooth paste the mouth glands flow normally. These natural protective fluids overcome all dryness. They neutralize the acids of decay as fast as they form. Your whole mouth is revitalized, your teeth are kept always clean and safe.

Send today for a trial tude of Pebeco. Made only by Lehn & Fink, Inc. At all druggists. Canadian agents: Harold F. Ritchie & Company, Ltd., 10 McCaul Street, Toronto, Ont.

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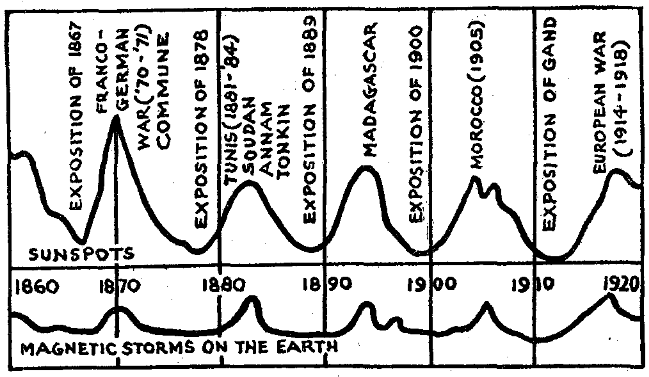
ARE WARS MAGNETIC STORMS?

DO THE DISTURBANCES in the sun that we see on its surface as sun-spots, affect the human nervous system as they undoubtedly do atmospheric conditions and movements? Do they make us irritable and stir us up to quarrels and perhaps to war and tumult? A French scientist thinks that they do. He is the Abbé Th. Moveux, director of the Bourges observatory. He has held his opinions for nearly twenty years past, and in 1910 he warned scientific men that they should look out for the results of the approaching sun-spot maximum. Now, after the Great War, he warns us again that another maximum will occur in 1928. What has it in store for us? The Abbé points to the curve given herewith, as substantiating his theory. It represents the periodic frequency of solar activity, and, as will be seen, the peaks of the curve are marked by wars. The exact correspondence of magnetic disturbance on the earth has long been accepted by scientific men, and the recent discovery of Dr. Geo. E. Hale, on Mt. Wilson, California, that sun-spots are magnetic, furnishes the reason for it. The Abbé's theory of their influence on human irritability is a large leap, but it is interesting. We read in an article contributed by him to *Le Petit Journal* (Paris):



From *Le Petit Journal* (Paris)

HOW WARS FOLLOW SUN-SPOTS

Solar activity, magnetic storms on earth, and eras of peace and war are closely bound up together, maintains a French savant, who has prepared this diagram to prove his theory.

"That the sun is the sole regulator of our climatology is no longer in doubt to-day among those who have kept up with the progress of science. Herschel noted many years ago that in his day there was a correlation between the price of wheat and the sun-spot curve, which represents solar activity. Our means of transportation lessen crises and famines, and translated into modern terms, Herschel's idea is this: There is correlation, speaking generally, between solar activity and climate. Those who doubt this have only to read the little volume that I published in 1901, with several successive editions; it is entitled 'The Sun and the Prediction of the Weather.'

"Heat, electricty, magnetism are only the effects of one and the same cause—the disturbance in the solar furnace that takes place about every eleven years, on an average.

"In fact, every eleven years, not only does the earth feel the recrudescence of the solar activity in the form of heat, but the magnetic needle is affected and our compasses get out of order. By a phenomenon of electric induction yet to be explained thoroughly, the polar auroras increase in intensity, cyclones plow up the seas, the internal gases heave up the earth's crust, and volcanoes erupt. There is a relation between earthquakes and the sun's activity, and the theory formulated by me in 1902 has enabled me to foretell all the seismic crises of importance in the past 22 years!

"But the life of the sun does not stop here; every 33 to 35 years a burning fever develops in the depths of its flaming atmosphere and our climatic conditions reflect it, especially in our own region. The 35 years of which I speak are only an average, as Brückner showed some time ago, but I claim for myself the credit of connecting these periods with the solar activity.

"I have gone even further; I have maintained since 1902 that our bodily organism is influenced by the electric flux—call it by this name for lack of any other—emanating from the sun. In fact, I long ago proved that a number of persons are more irritable at the moment of solar magnetic crises; these unconscious influences are often the cause, in certain feeble subjects, of attacks of gout, headache, rheumatism, neuralgia, etc., and even of cholera epidemics. Since 1903 I have been making a statistical study from which it appears that the number of penalties in schools is always larger when there are magnetic perturbations due to the sun.

"In a lecture before the general assembly of the International Scientific Association at Brussels on April 7, 1910, I asked of my auditors, all scientific men, whether it would not be legitimate to see in the exasperation of active forces on the sun the cause of wars.

"And as a smile went around, I threw on the screen the same chart that I present herewith, as since completed. You can see that in fact periods of solar calm agree with moments of peace, universal expositions and large commerce, whereas the brusk ascents of the curves, showing magnetic disturbance, correspond to the fury of the nations.

"I have read somewhere of a Russian scientist who discovered this parallelism; it may be that isolated as he was, he had no knowledge of former researches, but I can assure you that the idea harks back as far as Herschel at the very least. Renan speaks of it in his works; there is then nothing new under the sun; but what is new is the discovery that wars correspond to magnetic storms, as the instructive curve that I first drew 20 years ago shows clearly.

"The solar curve will begin to rise again in 1925, and will reach its peak in 1928. Attention, then! I tender again to our Governments the warning that I gave in Brussels in 1910!"

ATOMIC ENERGY LOCKED

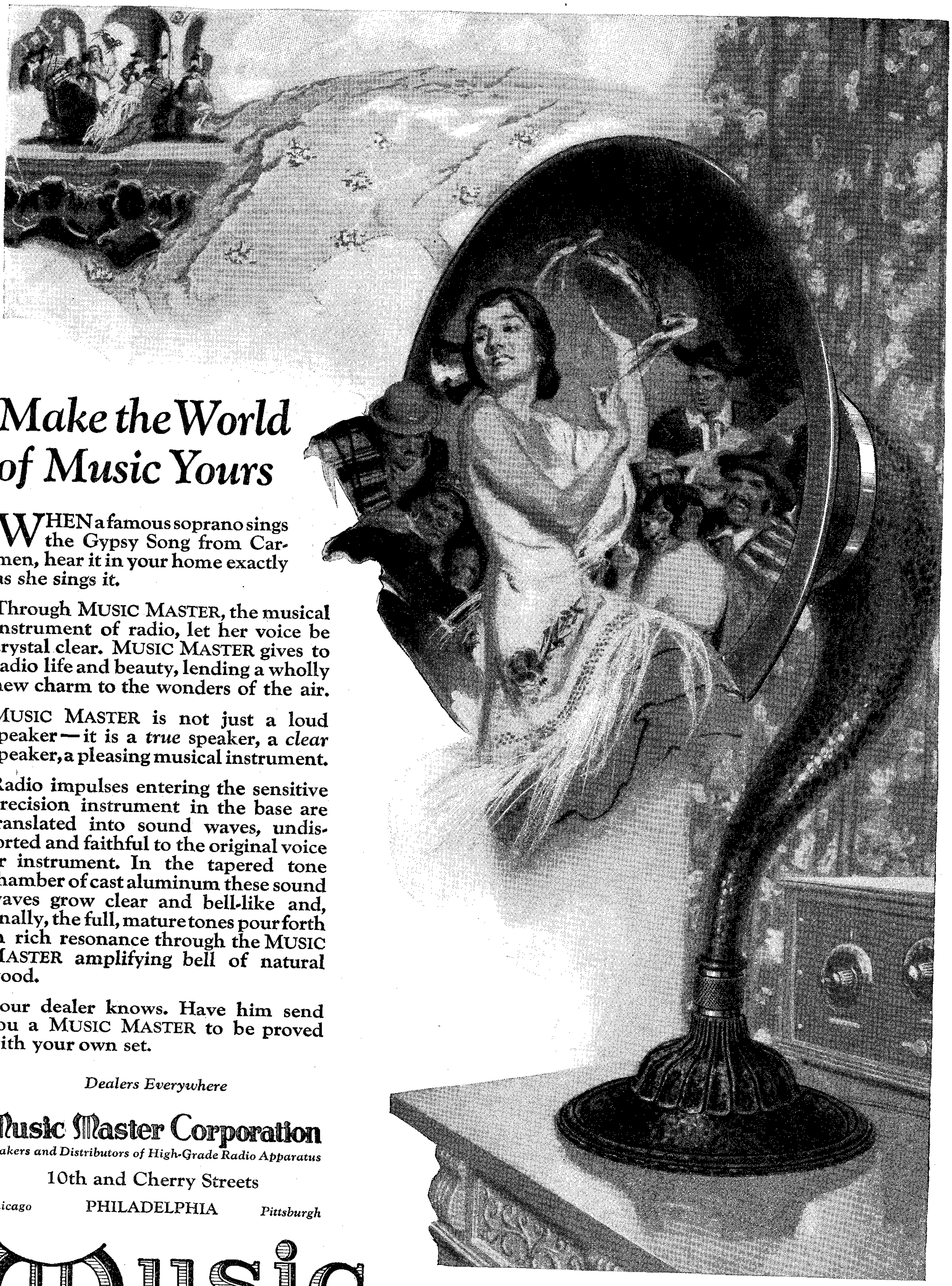
MATTER IS A STOREHOUSE OF ENERGY, but in most cases that energy is so locked up that it will never be available to man, according to Sir Ernest Rutherford, president of the British Association for the Advancement of Science, in a research report of the Engineering Foundation. The belief of many that we shall one day be able to utilize the vast stores of atomic energy contained in the elements is utterly futile, in his opinion. The radioactive elements, it is true, are continually releasing this energy, but very slowly. Sir Ernest thinks that the day can never be hastened and that no other elements can be made to release it at all. Asking whether man can utilize the energy in the atom, Sir Ernest expresses the opinion that:

"Discovery of extensive, convenient and dependable sources of cheap energy is a growing need of advancing humanity. Increasing knowledge of the structure of matter raised hopes in the breasts of scientists and layman alike that within the atoms were stores of energy, almost inconceivably great, which science would some day learn how to put at the service of mankind.

"The important question of the energy relations involved in the formation and disintegration of atomic nuclei was first opened up by the study of radioactivity. For example, it is well known that the total evolution of energy during the complete disintegration of one gram of radium is many millions of times greater than in the complete combustion of an equal weight of coal.

"It is known that this energy is initially mostly emitted in the kinetic form of swift alpha and beta particles, and the energy of motion of these bodies is ultimately converted into heat when they are stopt by matter.

"Since it was believed that the radioactive elements were analogous in structure to the ordinary inactive elements, the



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WHEN a famous soprano sings the Gypsy Song from Carmen, hear it in your home exactly as she sings it.

Through MUSIC MASTER, the musical instrument of radio, let her voice be crystal clear. MUSIC MASTER gives to radio life and beauty, lending a wholly new charm to the wonders of the air.

MUSIC MASTER is not just a loud speaker—it is a *true* speaker, a *clear* speaker, a pleasing musical instrument.

Radio impulses entering the sensitive precision instrument in the base are translated into sound waves, undistorted and faithful to the original voice or instrument. In the tapered tone chamber of cast aluminum these sound waves grow clear and bell-like and, finally, the full, mature tones pour forth in rich resonance through the MUSIC MASTER amplifying bell of natural wood.

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SCIENCE AND INVENTION
Continued

idea naturally arose that the atoms of all the elements contained a similar concentration of energy, which would be available for use if only some simple method could be discovered of promoting and controlling their disintegration.

It is quite true that, if we were able to hasten the radioactive processes in uranium and thorium so that the whole cycle of their disintegration could be confined to a few days instead of being spread over thousands of millions of years, these elements would provide very convenient sources of energy on a sufficient scale to be of considerable practise importance. Unfortunately, altho many experiments have been tried, there is no evidence that the rate of disintegration of these elements can be altered in the slightest degree by the most powerful laboratory agencies.

With increase in our knowledge of atomic structure there has been a gradual change of our point of view on this important question, and there is by no means the same certainty to-day as a decade ago that the atoms of an element contain hidden stores of energy.

It may be, Sir Ernest thinks, that the elements, uranium and thorium, represent the survivals in the earth to-day of types of elements that were common in the long-distant ages, when the atoms now composing the earth were in course of formation. A fraction of the atoms of uranium and thorium formed at that time has survived over the long interval on account of their very slow rate of transformation.

"It is thus possible to regard these atoms as having not yet completed the cycle of changes which the ordinary atoms have long since passed through, and to think that the atoms, not yet arranged in positions of ultimate equilibrium, still have a surplus of energy which can be released in the form of radiation." He continues:

> On such a view, the presence of a store of energy ready for release is not a property of all atoms, but only of a special class of atoms like the radioactive atoms which have not yet reached the final state of equilibrium.
>
> On the other hand, another method of attack on this question has become important during the last few years, based on the comparison of the relative masses of the elements. This new point of view can best be illustrated by a comparison of the atomic masses of hydrogen and helium. It seems very probable that helium is a very close combination of four hydrogen nuclei and two electrons.
>
> On modern views there is believed to be a very close connection between mass and energy, and the loss in mass in the synthesis of the helium nucleus from hydrogen nuclei indicates that a large amount of energy in the form of radiation has been released in the building of the helium nucleus from its components.
>
> It is easy to calculate from this loss of mass that the energy set free in forming one gram of helium is large even compared with that liberated in the total disintegration of one gram of radium. For example, calculation shows that the energy released in the formation of one pound of helium gas is equivalent to the energy emitted in the complete combustion of about eight thousand tons of pure carbon.
>
> It must be acknowledged that these arguments are somewhat speculative in character, for no certain experimental evidence has yet been obtained that helium can be formed from hydrogen.
>
> The evidence of the slow rate of stellar evolution, however, certainly indicates that the synthesis of helium, and perhaps other elements of higher atomic weight, may take place slowly in the interior of hot stars.
>
> Our information on this subject of energy changes in the formation or disintegration of atoms in general is as yet too uncertain and speculative to give any decided opinion on future possibilities in this direction.

WHAT BECOMES OF DEAD CELLS?

BIRTH, life and death—these make up the history of each cell that forms part of our bodies, just as they do of the body itself. And if a new cell were not born for every one that perished, our bodily organs themselves would die. How are these millions of dead cells disposed of? Does the organism get rid of them at once, or may their substance, wholly or in part, be utilized in the formation of the new cells? It has been discovered by Dr. Yoneji Miyagawa, director of the clinical department of the Government Institute for Infectious Diseases, Imperial University, Tokyo, Japan, that the dead cells of an organ have an important stimulating effect on the living cells of that organ, in the same or another individual. This may be valuable in maintaining their functions, or if too strong it may be injurious, or even fatal. In other words, a normal rate of cell-death keeps the body in working order, while too rapid a rate may hasten bodily decay. Dr. Miyagawa's researches, which, with those of his students, embrace every important organ in the body, are set forth in detail in *The Japan Medical World* (Tokyo). We have space here only for his general conclusions, with part of the preliminary discussion. He writes:

> The cells which constitute the human body and the living organism have by no means an everlasting life. The cells of the liver, kidney and lungs, the muscles or connective tissues, and even of the red and white blood corpuscles, all have their proper period of life. That of the red blood corpuscles is not more than three or four weeks. The red and white corpuscles of the human body are entirely replaced by new ones at longest in thirty days. It is evident that anemia and its consequent disturbances should follow unless there is a new production of at least 50 grams of red blood corpuscles in our body every day. A similar phenomenon is to be observed in the cells of each organ and tissue. The process by which this death of cells appears may be different in each case. For instance, a cell may die as an individual, or the form may be preserved while its content is gradually replaced until the whole cell undergoes the complete metabolic change. In either case, however, the phenomenon is the same. If an organ or tissue is affected with disease, there will, of course, be the death of an unusually large

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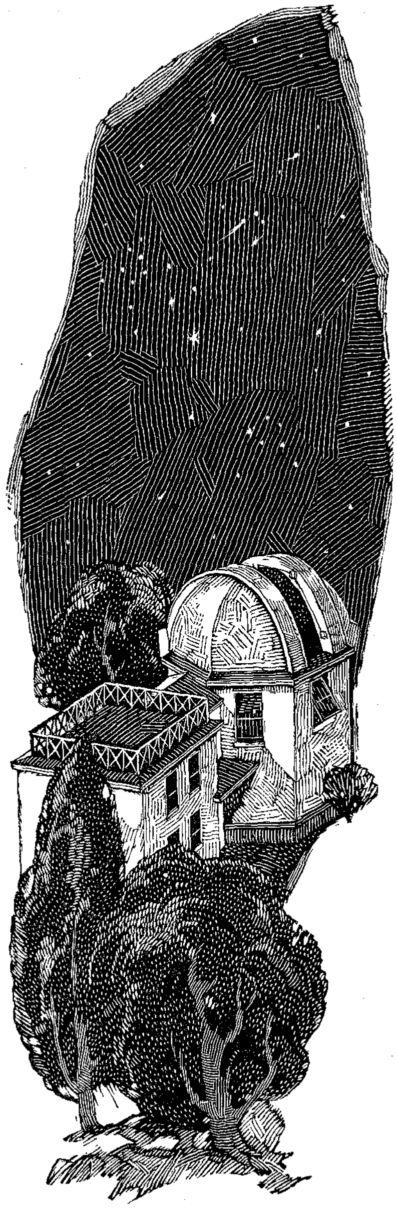

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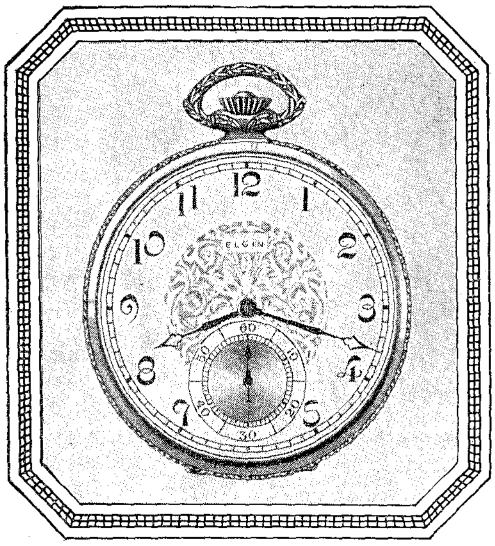

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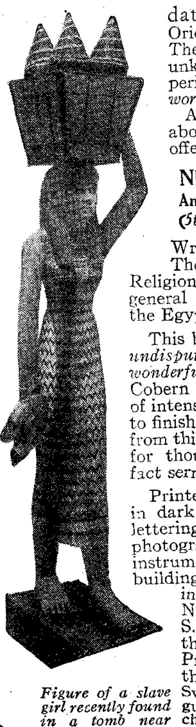

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Figure of a slave girl recently found in a tomb near Thebes

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SCIENCE AND INVENTION
Continued

number of cells. But I shall consider the case of a physiological normal body.

As has been stated, the cells which constitute the human body and other living organisms are constantly perishing. But how are these dead cells disposed of? This is a very important problem, but up to this time it has been considered by none. With regard to the dead red blood corpuscles, it has been noticed that hematin is changed into the bile pigment, and that globin and iron are again utilized for the construction of red blood corpuscles. The constituents of the liver cells could be utilized for the new liver cells, and the dead epithelial cells of the kidney may be similarly used. But these are not yet proven facts. For the first time I noticed that the constituents of dead cells perform a very important action when they are absorbed and enter the blood circulation. When the cells of the liver die and enter the blood circulation by absorption their constituents act on other living liver cells and excite their functioning; when the cells of the kidney are absorbed, they act similarly on living kidney cells. Similar phenomena of epithelial cells of the lung, red blood corpuscles, and lymph corpuscles were made clear for the first time by the investigations of myself and of my co-workers. In this way the cells of the living organism receive natural stimulation and their functions are maintained physiologically. In order to know the biological function of the constituents of the dead cells, which are absorbed in the above described manner, I introduced the cells of various organs and tissues into living organisms.

Dr. Miyagawa's researches indicate that the dead cells of each organ thus injected stimulate the corresponding living organ, and no other; and he believes that he has thus discovered an important physiological stimulus which is constantly acting normally, and which may also be used for curative stimulation. He goes on:

That the regulation of the function of the cells of organs and tissues in living organisms is under the control of the nervous system needs scarcely to be said. But my belief is that the direct action of the constituents of dead cells constantly stimulates the cells of various kinds and is therefore an efficient mode by which the physiological function of cells is kept in good order. The stimulation of the cells of the living organism may be divided into two kinds, namely, the pathological and the physiological. The former, in whatever way it may be used, never forwards the physiological function. The physiological stimulation essentially forwards the function. But if the stimulation is too strong the cell can not stand it, and it may bring degeneration and finally necrosis. If the stimulus is moderately strong, the cell does not degenerate, and its physiological function is forwarded.

My so-called direct action may be examined in the light of what has been stated. We may question whether this stimulus is physiological or pathological? It has the nature of physiological stimulation. When it is moderated, the function is forwarded. But when the dose is too much and the stimulus is too strong the cell may perish from it.

DREAMS MADE TO ORDER

THE interpretation of dreams has interested people for more than three thousand years. The latest journals of psychoanalysis deal with the same question as the earliest papyri of Egypt or the cuneiform bricks of Assyria, and with little more success, says Dr. Edwin E. Slosson, director of Science Service, in its *Daily Science News Bulletin* (Washington). Instead of wasting time endeavoring to determine what dreams mean, would we not make better progress, asks Dr. Slosson, if we tried to find out what makes dreams? Then we could get whatever dreams we liked and whenever we liked, and need not bother about their interpretation. He proceeds:

> We have now some prospect of progress in this direction, for our new knowledge of the hormones gives us a clue. A case in point is reported by Finley. He had a woman patient to whom he gave a grain a day of extract of the pituitary body to build up her blood-pressure. Her dreams had hitherto been trivial and colorless, but after ten days of the treatment she began to have pleasurable and highly colored dreams. She traveled extensively in her dreams, as she had always longed to in reality, and wherever she went she found the stations and cars freshly painted in pleasing colors and the trainmen in nice new uniforms with gold braid.
>
> Shortly afterward the treatment was altered, and adrenalin, another of the glandular secretions, was substituted. At once a change came over the spirit of her dreams. They lost their colors and became horrible, filled with violent quarrels. . . .
>
> Opium and hashish in the Orient, alcohol and cocain in the Occident, have been from time immemorial the favorite means of escaping from this dull world into the dreamland of Euphoria. Hashish also intensifies color perception and excites chromatic dreams. I knew a lady who was accustomed to take a pinhead pill of hashish gum before going to the theater because it brightened the scene and converted the painted back-drop into a spacious landscape.
>
> The internally secreted hormones are similar in potency and effect to the externally administered alkaloids. An overdose of insulin, a hormone secreted by the pancreas, causes feelings of "causeless" fear, followed by trembling and finally collapse. The patient can recover his courage by sucking a stick of candy. An excess of activity on the part of the thyroid gland excites anxiety and irritability.
>
> Possibly anxiety and terror dreams in general may be caused by some disturbance in the balance of the hormones or similar organic derangement rather than by anything peculiarly unpleasant in one's past experiences or present predicament.
>
> Certain foods are reputed to produce bad dreams, but this is uncertain. I have often been warned against eating mince-pie or Welsh rabbit before bedtime, but when I tried the experiment I saw neither hair nor hoof of a nightmare. Nobody ever told me of any foods that would give pleasant dreams. I wonder why? Aren't there any? But some day the chemist may give us synthetic dreams by his synthetic compounds, and then shall our sleep always be happy and the nightmare shall be no more.

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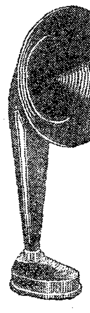

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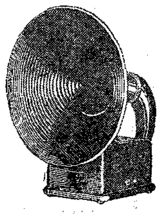

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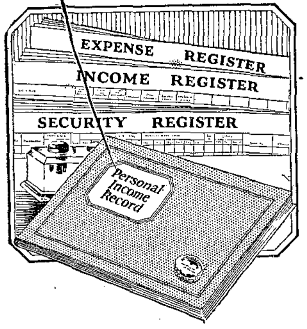

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INVESTMENTS ▾ AND ▾ FINANCE

WHY WOOL PROFITS SHRINK

SOMETHING of a political shock, remarks the New York *Journal of Commerce*, is bound to be caused by the passing of a dividend on the common stock of "the leading manufacturer of one of our most highly protected manufacturing industries" just two months before election. The inability of the American Woolen Company to continue paying dividends on its common stock brings suggestions from Democratic and Progressive editors and campaign managers that the Republican brand of prosperity is not all that it might be. On the other hand, the Republican New York *Sun* insists that all conditions are really favorable for prosperous business, that "the fault isn't with general business conditions, but specifically with the American Woolen Company itself." Writers in the business and financial press who profess to speak with authority hold, in the words of a Boston press correspondent, that, "it is unnecessary, if not futile, to ascribe any ulterior motive to the event more than plain business common sense." The directors of the American Woolen Company tersely stated that "in view of the severe depression in the textile business it was deemed advisable to omit at this time the usual dividend on the common stock." The action, we read in the Boston *News Bureau*, was "no surprize to those conversant with conditions in the textile industry":

> Business has been far below normal and it is probably no exaggeration to state that the present year has been the most trying period through which American Woolen has ever passed in its more than twenty-five years of history.
>
> The goods openings last winter were disappointing and resulted in unsatisfactory operations the first half-year. At the present time it is doubtful if the system as a whole is operating at better than 40 per cent. capacity.
>
> Aware from experience of the vicissitudes of the woolen and worsted manufacturing business, the management has at no time been stampeded by the pressure of poor business, believing that eventually the tide must turn, as it always has in the past. Nevertheless it is now generally admitted in the industry that the goods openings of three weeks ago were disappointing and preclude the operation of the big mills at anything approaching a satisfactory rate. This in spite of the naming of prices averaging 7 per cent. lower than a year ago, a level which spelled an extremely close profit.
>
> The passing of the common dividend thus simply represents the bowing of directors to the inevitable, since it would be manifestly unwise in a business of the nature of American Woolen, involving at all times heavy inventory and credit commitments, to pay out indefinitely unearned common dividends.

At no time this year, we read in the same daily, has the outlook been bright in the woolen business, and previous declarations of dividends "were made out of surplus in the belief that the pendulum would swing toward prosperity and normal activity before the snow was flying." But the failure of customers to respond recently to extremely attractive prices is said to have convinced the directors "that the second half year held out no better prospects than the first six months had yielded." In the wool trade, we read in a Boston dispatch to the New York *Journal of Commerce*, "it is commonly felt that the American Woolen Company acted wisely in passing this dividend, for the very nature of the business of this company calls always for a heavy inventory and big credit commitments, and with wool steadily soaring upward the prospective requirements in cash are very large, so that unless the company should receive a good volume of orders as the season progresses it would be difficult to meet overhead expenses from operating income, since the margin of profit per yard of goods is cut to the minimum without a doubt this year." In further discussing the American Woolen Company's situation, *The Journal of Commerce* touches on the question of wages:

> The company was a leader in the wage advances of last year that caused so much irritation among other textile manufacturers and forced them onto a higher production cost basis. There has been no suggestion of wage revisions in any of the company's mills, but as large sections of the workers have not had steady employment they have virtually suffered the reduction which other manufacturers said would be inevitable so long as European conditions remained unsettled.

In view of the amount of discussion that wool schedules in recent tariff acts have produced, there is considerable press debate over what the tariff has done or failed to do in bringing about the plight of our greatest woolen manufacturing enterprise. "From the ark of protection the sheep baa in distress and they aren't half as much distrest as the Republican shepherds," cheerfully remarks the Democratic New York *Times*. One of the Democratic campaign managers makes a long statement commenting on the fact that under the protection of the wool schedules of the Fordney-McCumber tariff, "there has been a general depression in the entire textile industry in the United States." The Syracuse *Herald* (Ind.) goes a little further, saying that the tariff law has not merely failed to help the textile industry, but has actually harmed it. It argues that the high duties on raw wool simply boosted prices on the finished article so

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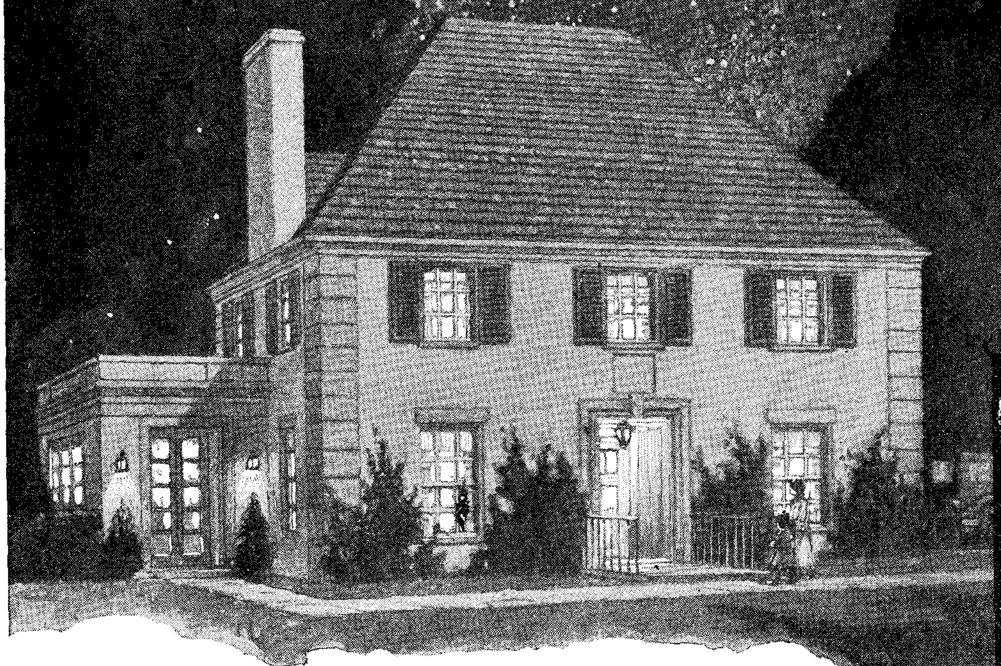

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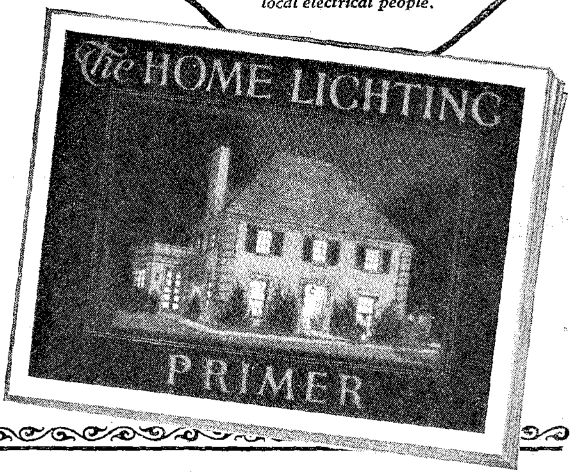

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high that consumers decided to get along with fewer woolen garments. And the question is asked, "Who can honestly believe that the American Woolen Company would now be obliged to report 'a severe depression' in its industry, if free raw wool or moderately tariffed wool were the rule?" But the Boston *Post*, a Democratic paper, says that "the passing of the American Woolen dividend proves nothing either for or against the tariff." Another Democratic paper, the Brooklyn *Eagle*, agrees that the tariff has had little to do with the situation:

> What has happened to the clothing industry, and therefore to the woolens industry, is the absence of consumer buying. Clothing is indisputably high in price, partly because materials are high, but chiefly because wages are very high.
>
> There is also a lateral factor in the fall of clothing consumption. The motor-car is at the bottom of it. In these days of widely distributed motor ownership and long week-end drives, the "Sunday suit" has practically disappeared. That fact alone has forced many a maker and retailer to quit the business.

In its editorial columns the New York *Journal of Commerce* makes the interesting argument that there is likely to be trouble when prices that were jacked up because of raw-material scarcity are met by a consumers' strike because this high price has been passed on to the finished article:

> One of the almost insuperable obstacles in the way of permanent price readjustments in textiles as well as many other lines has heretofore been found in the tendency of sellers, from producers of raw materials to handlers of finished products, to take advantage of scarcity in the various forms in which it might appear and hence advance selling prices out of relation to increases in the purchasing power of consumers. Individuals are, of course, more or less helpless to resist these developments, especially if there happens to be one concern or group of concerns in a dominant position in matters of price policy. And so far as textiles, both cottons and woolens, are concerned, all manufacturers have been more or less at the mercy of growers who control constantly diminishing supplies of essential raw materials.
>
> More and more, however, it is coming to be recognized that scarcity alone can not be made the chief determinant of selling prices. Demand falls off beyond a certain point and pressure at the consuming end makes itself felt. That fact was driven home forcefully during the so-called buyers' strike in 1920. The lessons of that period are not yet forgotten, and perhaps that is the chief reason why a world-wide shortage of wool which has recently sent prices upward has not been taken as a signal for advancing prices to the ultimate consumer.

The American Woolen Company, as we are reminded in the New York *World*, owns and operates through stock ownership more than fifty-five woolen mills in New York, Kentucky, Massachusetts, Rhode Island, New Hampshire, Vermont, Connecticut and Maine. It was organized in 1899; in that year it paid 3½ per cent. on its preferred stock, and 7 per cent ever since. In 1916 it began paying a dividend on the common, which has been at the rate of 7 per cent. for the last four years. It has now outstanding, par value, $50,000,000 in preferred and $40,000,000 in common stock. On the day the dividend was passed, September 4, American Woolen common dropt from a high of 72½ for the day to the close of 58½. It had dropt five points the day before, making, as *The World* notes, "a total decline for the two days of nineteen points." While *The Wall Street Journal* admits "that there was some uncertainty about the full 7 per cent. rate being continued, and some traders played the market for a cut in the rate," it argues that the action of the directors was a real surprize to "the Street," which "is fully indicated by the fact that dozens of shrewd traders in the Street were able to sell the stock within a few minutes after the announcement and to make large profits before they closed." But the Philadelphia *Record* scents some sculduggery somewhere. It glances at the market reports of sales of American Woolen common for the days just preceding the passing of the dividend:

	Shares Sold	*High*	*Low*
Friday, Aug. 29.......	5,000	75½	74
Saturday, Aug. 30.....	1,700	76½	76
Tuesday, Sept. 2......	2,600	76⅞	75¾
Wednesday, Sept. 3....	19,800	76⅛	71½
Thursday, Sept. 4.....	87,700	72½	58½

And *The Record* comments:

> Inasmuch as a large proportion of the sales of Thursday, September 4, were made at declining figures before the dividend passage was officially announced, and as the decline began on the preceding day with sales heavily increased above normal, it is pretty obvious that a person or persons possest of foreknowledge of the directors' action gambled on a sure thing. No one could have foretold what that action would be except the directors themselves, or some one to whom one of them communicated the information.
>
> We are not citing the case of the American Woolen Company's directorate as exceptional, because "inside" information of like character is commonly used in market operations. That such things can be done, and are done, contributes much to Wall Street's disrepute. We see no essential difference between selling rotten eggs as strictly fresh—a punishable offense—and selling stock which the buyer supposes will carry a dividend while the seller, who positively knows it will not, withholds that information from him.
>
> *The Record* is powerless to suggest a remedy. If the directors of concerns figuring in similar episodes are possest of sufficient common honesty to refrain from using their advantageous positions to enrich themselves at the expense of the uninformed, at least they must be lacking in common discretion. Dishonesty or indiscretion—which? The market reports impale them on one of the horns of this dilemma.

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THAT F Y CHRISTMAS "COAL SHOPPING"

THE usual warnings are now being issued to "do your coal shopping arly." Such warnings have in the past, ve note in the current bulletin of the Bankers' Economic Service, had a generally good effect, "with no more harmful result than occasionally to raise the price as orders for coal were increased suddenly." Now, it seems, "the Pennsylvania Raiload has sent 'shop early' advice to coal consumers desiring to be prepared for cold weather, warning them that shipments are below normal for this time of year and that consequently there is likelihood of a ar shortage. The New York Commissioner of Markets has exprest himself in similar ashion, and nearly all of the coal-carrying roads have sent out word to the same effect." Just now the Bankers' Economic Service can not find in the traffic situation, however, "any need for excessive caution on the part of coal consumers":

> The last report of the Committee on Public Relations of the Eastern Roads states that "practically no car shortage is being reported." There were 138,325 surplus coal cars in good condition at the time of this report, and class 1 railroads on August 1 had 7,152 serviceable locomotives storage being held for the anticipated easonal increase which always comes in e fall. This is the largest number of rviceable locomotives in storage at any me since the spring of 1922. The condion of freight-cars indicates that the roads e better prepared to meet the fall peak is year than ever before. There seems to e no reason why transportation arteries hould be clogged this fall.

Apparently coal consumers do not care buy heavily during the summer. A bill was reported to Congress a few sessions back, we are reminded, intended to encourage summer purchasing by a reduction n coal freight-rates of twenty-five cents a on during the summer months. The utility of such a scheme is seen by the Bankers' Economic Service in the fact that there has been a reduction of fifty cents a ton in the price of anthracite since April, which was meant to "stimulate householders and consumers to purchase and store their winter coal during the summer months." But "despite the best efforts of coal dealers, who would be glad to sell coal during the summer in preference to winter sales, the situation has altered not a bit from the customary summer dulness." In consequence:

> A large proportion of the anthracite being currently mined can not find a market and is being stored by the producers. Up to the end of July production had averaged approximately 1,850,000 tons a week as compared with an average of a little more than 2,000,000 tons in the corresponding weeks a year ago.

On account of the large stocks on hand the larger anthracite companies "are still working on a four-day-a-week schedule, but the expectation is for full time during September if the demand picks up as anticipated."

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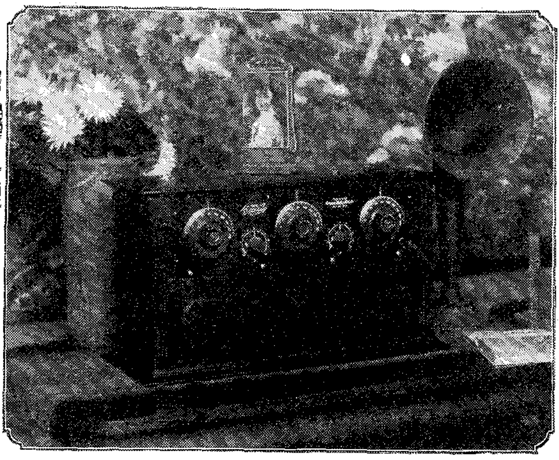

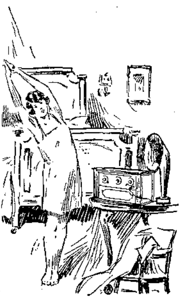

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CURRENT EVENTS

FOREIGN

September 3.—Seymour Parker Gilbert, Jr., former American Under-Secretary of the Treasury, is appointed Permanent Agent-General of Reparations Payments, to succeed Owen D. Young, appointed for the transitional period required to put the Dawes plan into operation.

Fighting in China's civil war is begun twenty miles from Shanghai. French sailors and British marines are landed to protect the international settlement.

Lieuts. Lowell H. Smith and Erik Nelson, American round-the-world flyers, hop from Hawkes Bay, Newfoundland, to Pictou, Nova Scotia, 420 miles.

September 4.—After twenty-four hours of fighting within fifteen miles of Shanghai, the forces of General Lu Yung-Hsiang, ruler of that territory, are reported to have repulsed the armies of General Chi Hsieh-Yuan. Chang Tso-Lin, war-lord of Manchuria, is reported to have issued an ultimatum to the Peking Government, declaring that unless it ceases attacking General Lu Yung-Hsiang, Chang himself will mediate by force.

Prime Minister MacDonald of Great Britain opens the League of Nations debate in Geneva on security and disarmament by appealing for a general system of arbitration, which, however, shall not include military guaranties for security.

September 5.—In a speech before the League of Nations, in session at Geneva, Premier Herriot of France accepts the principle of arbitration, but differs with Prime Minister MacDonald of Great Britain by declaring that force to compel adherence to a decree is necessary.

September 6.—The Assembly of the League of Nations adopts a resolution to have a disarmament commission of the League study thoroughly all matters affecting the disarmament question, including the articles of the League Covenant touching upon arbitration, with a view to laying the matter before an international conference.

September 7.—Gen. Chang Tso-Lin, the Manchurian war-lord, declares war against the Peking Government, headed by President Tsao-Kun, charging Tsao-Kun and General Wu Pei-Fu, the latter's commander-in-chief, with treason; and Dr. Sun Yat Sen, head of the Canton Government, is reported to be prepared to throw in his lot with Chang Tso-Lin. President Tsao-Kun, of the Peking Government, replies to the ultimatum of Chang Tso-Lin by directing the Governor of Kiangsu Province to send an expedition against the warring factions around Shanghai to enforce submission to the Central Government. This brings Peking into the war.

September 8.—Eleven hundred marines from American, British, Japanese and Italian warships are landed at Shanghai to defend the foreign settlement in that city.

September 9.—Following political agitation for certain reform measures, Arturo Alessandri resigns the presidency of Chile, and executive control of the Government is taken over by Gen. Luis Altamarino, who assumes the office of Vice-President, in accordance with the Chilean Constitution.

The Chinese civil war between the Chekiang and Kiangsu armies around Shanghai is halted on account of rain, in accordance with Chinese military traditions.

DOMESTIC

September 3.—Edward F. ("Pop") Geers, known as the "Grand Old Man of the Turf," veteran light-harness driver, is killed in a fall while racing at Wheeling, West Virginia. It was to have been his last swing around the tracks.

Adam Willis Wagnalls, President, and cofounder with Dr. Isaac K. Funk, of the Funk & Wagnalls Publishing Company, publishers of The Literary Digest and the Standard Dictionary, dies at his home at Northport, Long Island. He was eighty-one

September 4.—The offer of mediation by the United States is reported accepted by provisional President Tosta of Honduras and by General Ferrera, leader of the revolution against the Tosta Government.

John H. Smith, reputed Klansman whose garage at Herrin Illinois, was the scene of the battle on August 30 in which six men were killed is charged by a coroner's jury with the murder of Chester Reid in that affray.

September 5.—The American round-the-world flyers reach home waters again when they land at Casco Bay, about fifteen miles northeast of Portland, Maine, at the end of the flight from Pictou, Nova Scotia.

September 6.—The American round-the-world flyers arrive in Boston from Casco Bay, Maine, and are received with salutes of twenty-one guns from the Army and Navy.

September 8.—A royal welcome is accorded the American round-the-world aviators as they land at Mitchel Field, Long Island, in the hop from Boston.

Ralph O. Brewster, Republican candidate for Governor of Maine, is elected over W. R. Pattangall, Democratic nominee, by a majority estimated at 34,000; and Senator Burt M. Fernald, Republican, is reelected over Fulton J. Redman, Democratic nominee, by a majority estimated at 47,000.

September 9.—The American round-the-world flyers arrive in Washington from Mitchel Field, Long Island, and are welcomed by President Coolidge and his Cabinet and high officers of the Army and Navy.

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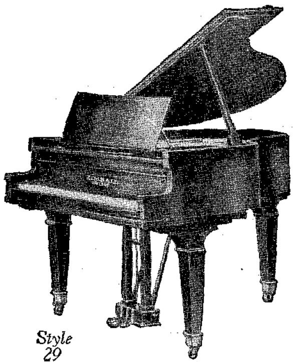

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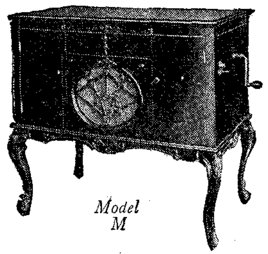

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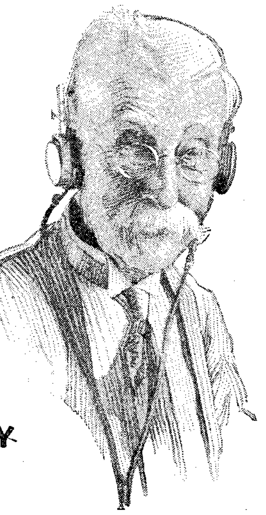

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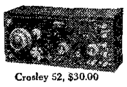

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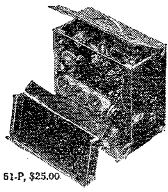

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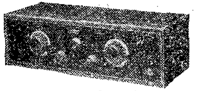

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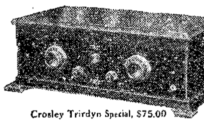

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To decide questions concerning the correct use of words for this column, the Funk & Wagnalls New Standard Dictionary is consulted as arbiter.

Readers will please bear in mind that no notice will be taken of anonymous communications.

calamity, disaster, misfortune.—"Y. M.," Nagasaki, Japan.—Each one of these words connotes affliction, but *calamity* indicates great or wide-spread *disaster* to individuals or to the community at large. An earthquake, a fire, or a flood is a *calamity.* The devastations of war or of plague are *calamities.* A *disaster* is an unexpected and ruinous event or crushing *misfortune;* any terrible accident is a *disaster. Misfortune* is an instance of adverse fortune, bad luck, or adversity. It is more personal in its significance than either *calamity* or *disaster.* The *misfortunes* of poverty impede progress. *Misfortunes* happen to the best of men. We may suffer *misfortune* when we invest money in poor securities. *Disaster* may befall us through want of proper care. Some *calamities* may be attributed to acts of God. We say a dreadful *calamity;* a melancholy *disaster;* a grievous *misfortune.* It is a *calamity* to be disgraced; a *misfortune* to lose one's friend; and a *disaster* to lose a vessel by shipwreck. For a more comprehensive treatment of these and associated terms see DR. JAMES C. FERNALD'S *Synonyms, Antonyms, and Prepositions,* page 331.

"G. V.," Goderich, Canada.—The names you give are pronounced as follows:—*Benvenuto, ben"ve-nu'to*—first *e* as in *get,* second *e* as in *prey, u* as in *rule, o* an in *go; Dostoyefsky, dos"to-yef'ski*—first *o* as on *not,* second *o* as in *obey, e* as in *get, i* as in habit; *Karenina, ka-re'ni-na*—first *a* as in *artistic, e* as in *prey, i* as in *habit,* second *a* as in *final; Peer Gynt, pe'er gŭnt* or *yŭnt*—first *e* as in *prey,* second *e* as in *get, u* as in the German *Lübeck,* or the French *Dûmas.*

dance, dancing.—"M. L. F.," New York.—The word *dance* from the Middle English *dauncen,* comes from the Old French *danse,* Old High German *danson,* to drag or draw after. The origin of *dancing* is attributed to the desire to express emotions by action. Dancing may be said to date from early Bible times. First a vehicle used to express the emotions, it later assumed the element of pantomime, conveying ideas by motions. From the dawn of history every dance has been accompanied by music or sound of some sort, as by the rhythmic rattle of sticks, the beating of drums, the clapping of hands, etc., and the dances were of many kinds. There were folk-dances, war-dances, religious dances, etc. The dance of the Hebrews was essentially a religious rite; that of the Egyptians was monotonous and unimaginative, consisting of slow-gliding movements, but the pirouette was developed in Egypt about 4,000 years ago. In Egypt, dancing, not indulged in by the higher classes, was developed slowly from the spectacular standpoint, consisting of the twisting of the torso, the swaying of the body and of the hands and arms.

It was under the Greeks that the Golden Age of dancing developed. Altho they were a cheerful nation, their sense of dignity did not interfere with their dancing, and among them hands and arms were used still more than feet, and they produced an atmosphere of gaiety foreign to the nations of the East. As long as morality remained unshaken, the Greek dances retained their purity. The military dances brought about the collapse of the craze. They consisted of two groups, the Pyrrhic and the Memphitic; the first wild and rapid, which finally degenerated into the rites of Bacchus, was danced by both men and women; the second, less wild, was in general character the same, but lacked the orgies.

For the purpose of correcting and polishing the art of dancing, Cardinal Mazarin created the Academy of the Dance, for which Louis XIV gave letters patent in March, 1661. These letters were endorsed by the French Parliament in March of the following year.

Various views of dancing have been presented by Gregory Mason in the "American Mercury" for June, 1924, pages 175 to 182, and Troy and Margaret West Kinney have recently issued through Frederick A. Stokes Company, "The Dance: Its Place in Art and Life."

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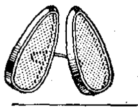

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THE LEXICOGRAPHER'S EASY CHAIR

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caduceus—"K. R.," Aberdeen, S. D.—"Please state the correct pronunciation, history, and significance of the *caduceus* as the physicians' emblem."

The correct pronunciation of the word *caduceus* is *ka-diu'si-us*—*a* as in *final*, *iu* as *eu*, in *feud*, *i* as in *habit*, *u* as in *but*.

Funk & Wagnalls *New Standard Dictionary*, p. 370, gives the following definition: "The wand of Mercury, the messenger of the gods, represented as surmounted by wings and with two serpents twined about it. Used in the United States Army as the emblem of the Army Medical Corps." According to Greek legend, Apollo gave his staff to Mercury for having yielded to him the honor of inventing the lyre. Entering Arcadia with this wand in his hand, Mercury saw two serpents fighting and threw the staff between them. The serpents immediately wound themselves around it in friendly union. The caduceus is Mercury's attribute. With it he led the shades to the lower world, and from it received the name of *Caducifer*. But it is found in the hands of Bacchus, Hercules, Ceres, Venus and Anubis on ancient coins. In modern times it is also used as an emblem of Commerce over which Mercury was the presiding divinity.

either—"R. P. L.," Philadelphia, Pa.—"Is 'either' correctly used in the following three examples from The Literary Digest: On page 11, 'By means of a special synchronizing system the cylinders at *either* end of the line . . .'; on page 40, 'As the boats came roaring up the bay two additional police-boats began sliding in from *either* side'; on page 55, 'On *either* side of the stairway, the cadets of the imperial academies were drawn up in ranks'? What does the rhetorician say? Is another form preferable?"

"Either" with plural concord dates from 1542; "either," with the sense of "each," dates from 1588, and "either," with the sense of "any one," dates from 1616. With the sense of "both; one and the other separately," "either" has been used for more than 330 years. Some interesting examples of usage are to be found in Shakespeare's writings. See "The Phoenix and the Turtle"; "The Rape of Lucrece"; also, see Gibbons' "Decline and Fall of the Roman Empire," vol. VI, p. 190; Chesterfield's "Letters," I, ix; Macaulay's "History of England," I, p. 164; Scott's "Ivanhoe," ch. III.

Thus, the records of the language show that the Editors of The Literary Digest were not at fault, nor were they violating grammatical or rhetorical precision when they used the word "either" in the sentences to which attention is directed. In answer to the question, "What does the rhetorician say?" The answer is—Neither Briggs, nor Hubbard, nor Quackenbos, nor Gregory discuss the use of "either" to which you take exception. Whatever the rhetorician may say is of little consequence in the face of the standard of usage in English, which he has no more power to control than had Mrs. Partington and her broom in her attack upon the Atlantic Ocean. "Is another form preferable?" No. The writers of the example cited were satisfied to make use of the word in a manner that has ample support for that use.

In one of the brightest, chattiest, and soundest of little books on English that it has been the privilege of the Lexicographer to consult—"Is It Good English?"—the author, "Jack O'London," writing on the subject says: "My point of view is that, in every-day life, good English follows clear thinking rather than that system of rules called Grammar which youth loathes and maturity forgets." The accepted usage of good writers establishes that which is correct in English, and not the dicta of the grammarian or of the rhetorician, some of whom, in so far as their interpretation of what has been said is concerned, are untrustworthy guides.

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Revised Version.—He who laughs last is usually the dumbest.—*Yellow Jacket.*

Why They Were That Way.—"I never saw such dreamy eyes."

"You never stayed so late."—*London Mail.*

Or Maybe Harder.—"Hit may be hard fo' a rich man to enter de Kingdom of Heaven," said Rastus to the preacher, "but hit's just as hard fo' a po' man to stay on de earth."—*New York American.*

Source of the Racket.—The story that katydids make that noise with their hind legs seems much more reasonable after you observe jazz musicians in action.—*Birmingham News.*

The Tool Required.—"My dear, these cakes are hard as stone!"

"I know. Didn't you hear her say, 'Take your pick,' when she handed them round?"—*London Mail.*

Can We Descend to This?—The Soviet Government is going to build a merchant-marine. Here is a chance to get even with the Reds by selling them ours.—*American Lumberman.*

Difficult Either Way.—"Rather sudden, isn't it? I don't see how a girl can marry a man she's known only a fortnight."

"I don't know how she can marry one she's known longer."—*London Mail.*

Becoming Serious.—Miss Cecil Leitch, former English golf champion, says that dancing and bridge are fatal to golf-playing. We knew they broke up happy homes, but if they also threaten our golf, something will probably be done about it.—*American Lumberman.*

Quick Recovery.—"I have brought a bill for your husband. . . ."

"He has left for the country. . . ."

"A bill that I want to pay. . . ."

"But he came back this morning."—*Pêle Mêle (Paris).*

Reliable Sign.—He—"Do you believe in signs and omens?"

She—"Yes."

He—"Last night I dreamed you loved me. What does that mean?"

She—"That you were dreaming."—*Korsaren (Christiania).*

Ask Dad, He Knows.—Tommy—"Is that a lion or lioness, papa?"

Father—"Which one, dear?"

Tommy—"The one with its face scratched, and the hair off its head."

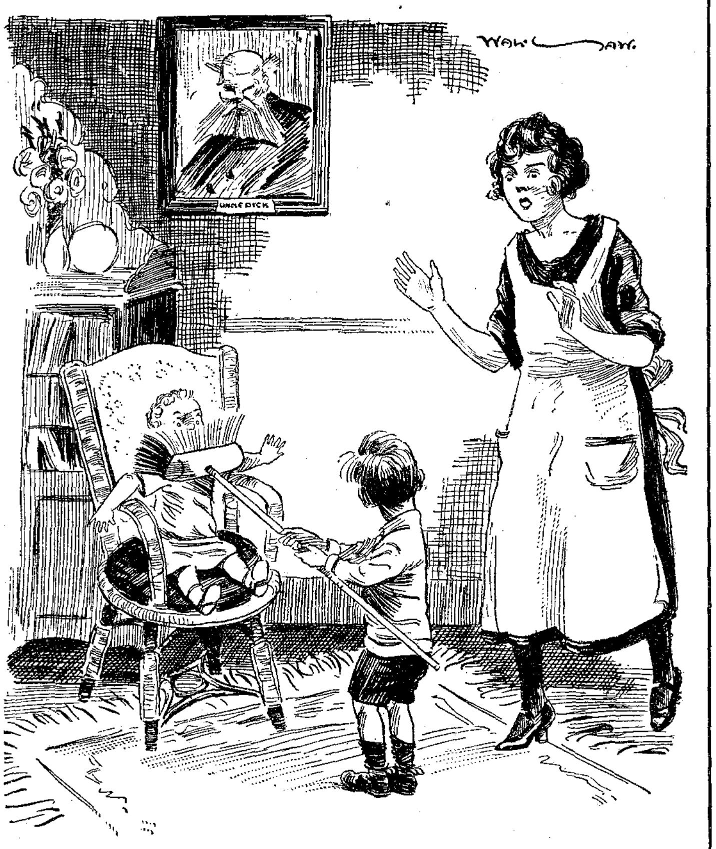
Father (with a sigh)—"That must be the lion."—*Dublin Sunday Independent.*

Indisputable.—Vicar—"What would happen if you were to break one of the ten commandments?"

Willie—"Well, then there would be nine."—*The Continent (Chicago).*

Very Serious.—Doctor—"Your wife suffers from insomnia? Are there any serious consequences?"

Visitor—"Yes. When I come home late she is always awake."—*Nagels Lustige Welt (Berlin).*



Mother: "Oh, Teddy! What are you doing to baby?"
Teddy: "Only getting him used to whiskers to kiss Uncle Dick when he comes." —*The Passing Show* (London.

Satisfaction Guaranteed.—"Are you sure," asked the old woman, "that this century plant will bloom in a hundred years?"

"Positive, ma'am," answered the florist. "If it doesn't, bring it right back."—*American Legion Weekly.*

What Luck!—"Schulz always was lucky."

"Why do you say so?"

"He underwent an operation because he swallowed a pearl in an oyster, and the pearl proved to be valuable enough to cover the cost of the operation—and the funeral."—*Dorfbarbier (Berlin).*

Too Liberal.—"My dear," remarked the young husband, "did you ask the milkman why there is never any cream on our milk?"

"Yes, darling, and he explained quite satisfactorily. I think that it is a great credit to him."

"What did he say?"

"That he always fills the jug so full there is no room for cream."—*New York World.*

Willing.—He—"You should see the new altar in our church."

She—"Lead me to it!"—*Boston Transcript.*

All the Comforts.—Dance at Pavillion to-night. Come and bring your family. Ample police protection.—*Display Ad. in a Montana Paper.*

Did He Can It?—"What's the matter?"

"Why, I wrote a long, flowing article on milk—and the editor's condensed it."—*London Mail.*

It Sometimes Happens.—Hollywood, 2252—Five large rooms, solarium, bath, large closets, heat, janitor newly decorated.—*Classified Ad. in Toledo Blade.*

Probably Assumed Ones.—Wife—"Anything new in the papers?"

Husband—"No, only different names."—*American Legion Weekly.*

The Pace That Kills.—First Hunter—"Killed anything?"

Second Hunter—"Not a thing! Wish I'd gone motoring now."—*Bystander (London).*

Easier.—"That's a fine motor. How did you get it?"

"Out of a prize competition."

"Did you win it?"

"No, I organized it."—*The Passing Show.*

Simple Enough.—Learned Professor—"I can not understand how people forget children's ages—I have no trouble. For instance, I was born 2,320 years after Socrates; my wife 1,900 years after the death of the great Cæsar; my son 1,500 years after the beginning of the Folk Wandering—quite simple you see!"—*The Passing Show.*

Going Up.—Minneapolis will never have anything on St. Paul. A fellow from Minneapolis came to St. Paul the other day just to look around and find fault. He approached a fruit-stand, picked up a large melon, and asked with a sneer:

"Is this the largest apple you have in St. Paul?"

"Hey," bellowed the owner of the fruit-stand, "put that grape down."—*Naval Weekly.*

The Better Catch.—An Idaho man was fishing in Lake Crescent recently. He caught a big northern pike; the biggest he had ever landed in his long and busy life. He was elated. He was crazed with joy, and he telegraphed his wife: "I've got one; weighs seven pounds and it is a beauty."

The following was the answer he got: "So have I; weighs ten pounds. Not a beauty—looks like you. Come home."—*Idaho Yarn.*